Delaware and Hudson Canal Company

Rolling Stock: Freight and Passenger



"Two Standard Tandem Twin Hopper Bottom Gondolas of 85,000 Pounds Capacity and Eleven Men" Photograph in the collection of the Carbondale D&H Transportation Museum. Written on the reverse of this photograph is the following: "Francis Farley – First on left"

S. Robert Powell, Ph.D.

October 9, 2017

Published by the Carbondale Historical Society and Museum, Inc.

Carbondale, PA 18407

Copyright 2017 Carbondale Historical Society and Museum, Inc.
ISBN 978-0-9863967-5-5

Published by the Carbondale Historical Society and Museum, Inc.
Carbondale, PA 18407 www.carbondalepahistorical.org
October 9, 2017, First Edition

475 pages, illustrated

A History of the

Delaware and Hudson Canal Company

in 24 Volumes

S. Robert Powell, Ph.D., 1974
Indiana University, Bloomington, IN

I	Gravity Railroad: 1829 Configuration
II	Gravity Railroad: 1845 Configuration
III	Gravity Railroad: 1859 Configuration
IV	Gravity Railroad: 1868 Configuration
V	Gravity Railroad: 1899 Configuration
VI	Waterpower on the Gravity Railroad
VII	Working Horses and Mules on the Gravity Railroad
VIII	Passenger Service on the Gravity Railroad
IX	Farview Park
X	The Steam Line from Carbondale to Scranton (the Valley Road)
XI	The Jefferson Branch of the Erie Railroad (Carbondale to Lanesboro)
XII	Reaching Out: D&H Steam Lines beyond the Lackawanna Valley
XIII	Troubled Times—the 1870s
XIV	Carbondale Stations, Freight Houses, and the Carbondale Yard
XV	Locomotives and Roundhouses
XVI	Rolling Stock: Freight and Passenger
XVII	Anthracite Mining in the Lackawanna Valley in the Nineteenth Century
XVIII	Breakers
XIX	The Stourbridge Lion
XX	The Honesdale Branch of the D&H
XXI	The Anthracite Coal Strike of 1902
XXII	The People: the D&H, the Community
XXIII	The Quality of Life in the Lackawanna Valley in the Nineteenth Century
XXIV	The Birth and First Maturity of Industrial America

Acknowledgements

Interesting and important historical facts about a company are invariably recorded in the primary documents about that company. Those documents, which constitute the permanent public record about that company, are especially useful to the historian in writing a history of that company. They come in many forms: annual and quarterly reports, operating documents, procedural manuals, timetables, for example. But there also exists an important body of secondary documents about a company. They include company pay slips, invoices, correspondence, reports by non-company persons about the company, accident reports, legal proceedings, for example, and they, too, can be very useful to the historian. And, of course, there are public, non-company documents, such as newspapers, that can be very useful to the historian.

Two very good examples of primary documents about the D&H in the holdings of the Carbondale D&H Transportation Museum are the two D&H *Inspection of Lines* publications cited in this volume. The 1927 volume, which was written by D&H Master Car Builder George W. Ditmore and his staff who made a painstaking and complete search of all available company records in order to write that volume. The 1936 volume was written by George W. Ditmore, Master Car Builder, and Mr. Edmonds, Superintendent of Motive Power, who surely made a painstaking and complete and painstaking search of all available company records in order to write that volume. Because of those two volumes our knowledge of D&H passenger and freight rolling stock, other than locomotives, has been greatly enriched.

Secondary documents about the D&H and public non-company documents are numerous in the holdings of the Carbondale D&H Transportation Museum, and from those documents we learn, almost on a daily basis, important facts about the D&H that are not recorded in any of the primary documents about the company.

From a brief notice that was published in the November 23, 1883 issue of *Carbondale Leader,* for example, we learn that (1) that there was a Gravity Railroad passenger coach named the *Comet* (2), that it was in the D&H Car Shops in November 1883, for repairs, (3) that once it was repaired it was taken for a trial trip on the middle branch of the Gravity Railroad, (4) that the *Comet* received a bump when it was in the foot of Plane No. 28 on that test run ,(5) that it was sent back into the shops for another repair, and (5) once repaired, for the second time, it was sent over the Gravity line to Honesdale on November 21.

What new “facts” do we learn about the D&H from that notice. Two very important facts that we learn are: (1) that there was a Gravity passenger coach named the *Comet*, which was regarded as “a perfect beauty,” and (2) that there was a section of the Gravity Railroad that was known as “the middle branch.”

A Gravity passenger coach, “a perfect beauty,” named the *Comet:* very good. We will add that information to the body of known data on Gravity passenger coaches.

A portion of the Gravity Railroad was known as “the middle branch”? That fact is not mentioned in any of the primary documents about the D&H. What portion of the Gravity Railroad was known as “the middle branch?” Remarkably, from another secondary document about the D&H, an article about a snow storm in the February 3, 1882 issue of the *Carbondale Leader*, we learn the meaning of the reference “the middle branch.” Here is that article:

“DOWN THE VALLEY. / ARCHBALD. Now is the winter we have been looking for so long in vain upon us, and the runners on the gravity got the full benefit of it Tuesday afternoon and night. Some of them got stuck at the ‘middle branch’ [emphasis added] and wallowed home through two feet of snow about midnight. The cars were started about noon Wednesday.”

The “middle branch” of the Gravity Railroad, we learn from that brief notice, was the section of the Gravity line between Archbald and Carbondale. Very nice: a new fact about the Gravity Railroad. From another newspaper article, this one in the *Carbondale Advance*, June 29, 1878, p. 3, we learn that Thomas Cook, who worked in the Erie mines, was killed “near the middle branch” when he went up to the branch, from the Erie mines in Carbondale Township, to catch a ride home, to Carbondale, on the coal cars on the Gravity road, and in attempting to get upon the train his foot slipped and he fell upon the track and he was run over. Here is that article:

“A fatal accident occurred on the Gravity Road, near the middle branch [emphasis added] on Friday afternoon last, to young Thomas Cook, employed in the Erie Mines. Having completed his day's work, he went up to the branch to catch a ride home on the coal cars on the Gravity road. In attempting to get upon the train his foot slipped, and he fell upon the track. The cars passed over him, severing one leg, and breaking the other in three or four places, and also his back. He died soon after he was conveyed home. His friends and neighbors were wild with excitement over the sad and unexpected tragedy. The funeral was very largely attended on Sunday. He was about twenty years of age." (*Carbondale Advance*, June 29, 1878, p. 3)

Were it not for those announcements in a public document, a local newspaper, we would never know (1) that there was a Gravity passenger coach named *Comet*, and (2) that the middle branch of the Gravity Railroad was the section of the Gravity line between Archbald and Carbondale.

This volume on the history of the Delaware and Hudson Canal Company, and all of the volumes in this series, have been enriched by thousands of such facts about the D&H that are recorded nowhere in the primary documents about the Delaware and Hudson Company. In saying that, we are not pointing a finger at those persons who wrote the primary documents about the D&H, certainly not. In saying that, our intention is to emphasize the importance of a broad perspective in historical research, knowing as we do that amazing discoveries about a company or the history of that company at a given period in the past are frequently found in secondary documents about a company or the history of that company or in public documents at a given period in the past.

S. Robert Powell

Overview

The industrial revolution in America was born on October 9, 1829, in Carbondale, PA, when the first cut of Delaware & Hudson Gravity Railroad coal cars, loaded with mass produced anthracite coal, headed up Plane No. 1 out of Carbondale for Honesdale and to market in New York City.

Those cars, filled with anthracite coal from mines in Carbondale, traveled over 16 miles of railroad tracks, made up of eight inclined planes and three levels, to Honesdale, where the coal was transferred into canal boats and hauled 108 miles, through the D&H Canal, to the Hudson River.

Most of the coal that was sent through the D&H system in the course of the nineteenth century was shipped south on the Hudson River to the New York metropolitan market and to many ports on the Atlantic seaboard, north and south of New York. A large quantity of anthracite coal was also shipped up the Hudson River to Albany, and shipped through the Erie Canal to the American Midwest.

The mining, manufacturing, and transportation system that became operational on that day between the anthracite mines of the Lackawanna Valley and the retail markets for that coal on the eastern seaboard and in the American Midwest was the product of enlightened entrepreneurial, technological, and managerial thought on the part of the officers, managers, directors, and employees of the Delaware and Hudson Canal Company. That system, the first private sector million-dollar enterprise in American history, was, at the same time, the pioneer expression on this continent of mass production, a mode of production that would thereafter characterize industry in America and around the world.

Mass production, the revolutionary engine that made it possible for the D&H to launch its mining, manufacturing, and transportation system in Carbondale on October 9, 1829, and to perpetuate that system well into the 20th century, came into existence when it did and lasted for as long as it did because a body of employees

and managers, within the context of a community, of which both groups were a part, chose to work together for their mutual benefit and enrichment, to mass produce and market a commodity, and in so doing to implement the clearly articulated production and marketing objectives of "the company," the Delaware and Hudson Canal Company.

In this 24-volume work on the D&H,* we will (1) document the history of that mining, manufacturing, and transportation system, with a special focus on the rail lines of the Delaware and Hudson Canal Company in northeastern Pennsylvania, from the opening of the D&H Gravity Railroad in 1829 to the anthracite coal strike of 1902; and (2) demonstrate that the history of that mining, manufacturing, and transportation system, the D. & H. C. Co., from 1829 to 1902, is, at the same time, not only an illustration of eight decades of fine tuning by the D&H of their mass production procedures and techniques but also a full-bodied expression and record, both from the point of view of the D&H and from the point of view of its employees, of the birth, development, and first maturity of the industrial revolution in America.

This is a success story, directed by America's pioneer urban capitalists, and implemented by them and the tens of thousands of men, women, and children who emigrated from Europe to the coal fields of northeastern Pennsylvania in the nineteenth century to work for and with the D&H and to start their lives over again. This is a success story that is important not only within in the context of local, state, and regional history but also within the context of American history. It is a compelling story.

---

*The present volume focuses on *Rolling Stock: Freight and Passenger*. Each of these 24 volumes will focus on one aspect of the history of the Delaware and Hudson railroad, from the opening of the Gravity Railroad in 1829 to the anthracite coal strike of 1902. Each volume will be an autonomous entity and published separately.

Table of Contents

1601 Introduction

1602 Gravity Gauge Rolling Stock, Freight and Passenger

1603 Gravity Coal Cars

1604 Gravity Freight Cars

1605 Special Freight Shipments via the Gravity Railroad (into, out of, through Carbondale)

1606 Gravity Railroad Work Equipment

1607 Gravity Passenger Cars

1608 Special Passengers Traveling via the Gravity Railroad (into, out of, through Carbondale)

1609 Named Gravity Passenger Cars

1610 *Comet*

1611 *Eclipse*

1612 *Monitor*

1613 *Moosic*

1614 *Officers' Car, No. 80*

1615 *Passaic*

1616 *Wayne*

1617 Gravity Combination Freight/Passenger Cars

1618 Inspection Tour by Packet Boat *Dyberry* and by Railcar

1619 Standard Gauge Rolling Stock, Freight and Passenger

1620 Freight Cars

1621 Special Freight Shipments via the D&H (into, out of, through Carbondale)

1622 Piggy-Back Freight Cars

1623 Box Cars

1624 Cattle Cars

1625 Cement Cars

1626 Flat Cars

1627 Gondola Cars

1628 Hay Cars

1629 Hopper Cars

1630 Milk Cars

1631 Work Equipment

1632 Special Needs Cars

1633 Passenger Cars

1634 Regular Passenger Service

1635 Special Passenger Service

1636 Named Passenger Trains

1637 *Saratoga Express*

1638 *Boston Express*

1639 *Montreal Limited* and *Laurentian*

1640 *Adirondack*

1641 Baggage Cars

1642 Smoking Cars

1643 Dining Cars

1644 Business Car No. 500

1645 Officers and Directors' Cars, 1900-1920

1646 General Electric Gas Electric Passenger Car

1647 ALCO GE Passenger Locomotives

1648 ICS Exhibition Car

1649 Horace G. Young's Private Rail Car

1650 D&H Private Car 300

1651 Car Building Contests

1652 In the Caboose

1653 The D&H Canal Company: Selected Bibliography

1601

Introduction

We will begin this look at freight and passenger rolling stock on the D&H by recognizing twelve men who played a central role in car development on the Delaware and Hudson. Those men were identified and recognized by the D&H in 1927 in *Inspection of Lines : :, 1927* (p. 124). Here are the names of those twelve men: two from the Gravity era, nine from the steam era, and one who worked in both the Gravity and steam eras:

Men Who Played a Prominent Part in Car Development on The Delaware and Hudson

JOHN H. McALPINE, *Master Mechanic,* Carbondale, Pa.*—1830-1846

JAMES DICKSON, *Master Mechanic,* Carbondale, Pa.*—1846-1880

THOMAS ORCHARD, *Master Car Builder,* Carbondale, Pa.**—1862-1895

R. C. BLACKALL, *Supt. R. S., and Supt. M. P. & Mchy.*, Albany, N. Y.—1870-1901

CHRISTOPHER KOERNER, *Master Car Builder,* Green Island, N. Y.—1890-1896

J. R. SKINNER, *Master Car Builder,* Oneonta, N. Y.—1892-1897

JOHN H. ORCHARD, *Master Car Builder,* Carbondale, Pa.—1896-1900

JOHN I. DREXLER, *Master Car Builder,* Green Island, N. Y.—1896-1900

JOHN R. SLACK, *Superintendent Motive Power,* Albany, N. Y.,—1901-1904

J. H. MANNING, *Superintendent Motive Power,* Albany, N. Y.—1903-1920

R. W. BURNETT, *Master Car Builder,* Albany, N. Y.—1917-1919

G. W. DITMORE, *Master Car Builder,* Albany, N. Y.—1919

* Gravity Road

** Gravity and Steam Roads

1602

Gravity Railroad Rolling Stock, Freight and Passenger

As we learn from the data sheet given below from *Inspection of Lines : :, 1927* (p,. 40), circa 1890, on the Delaware and Hudson Canal Company's Gravity Railroad, there were 4,500 coal cars, 226 freight and other cars, 14 passenger and baggage cars, 20 summer cars, and 1 officers' car, making a total of 4,761 cars.

Summary Statement: Passenger, Freight and Other Cars, circa 1890 *(Inspection of Lines : :, 1927,* p,. 40)

Recapitulation of Passenger, Freight and Other Cars

PASSENGER SERVICE CARS

Steam Road	Pass. Cars	Bagg. Cars	Smok. Bagg. Mail	Pass. and Expr. Cars	Bagg. and Expr. Cars	Com-bina-tion Cars	Mail and Bagg. Cars	Mail Cars	Mail, Bagg. & Expr. Cars	Total
Penn. Divn.	29	6	3	1	..	..	..	26	1	66
Sar. & Cham. Divs.	126	1	..	..	11	1	4	..	..	143
Susq. Divn.	40	12	..	..	..	..	3	..	..	55
Adirondack R. R.	8	..	..	..	..	..	..	..	4	12
Total	203	19	3	1	11	1	7	26	5	276

FREIGHT SERVICE AND WORK SERVICE CARS

Steam Road	Box Car	Flat Car	Refr. Car	Caboose	Other Cars	Coal Cars	Snow Plows	Stock Cars	Frt. & Other Cars	Total
Penn. Divn.	10	12	3	43	30	..	..	..	..	98
Sar. & Cham. Divs.	815	503	..	38	57	567	2	5	..	1,987
Susq. Divn.	1,443	497	..	57	4	7,546	1	108	..	9,656
Adirondack R. R.	..	..	..	..	..	..	..	..	55	55
Total	2,268	1,012	3	138	91	8,113	3	113	55	11,796

Gravity Road	Coal Cars	Frt. & Other Cars	Pass. Cars. & Bagg. Cars	Summer Cars	Officers' Cars	Total
Total	4,500	*226	14	20	1	4,761

* Includes two steam shovels.

Total steam mileage—790.44
Total gravity mileage—55.3

Gravity Railroad

1603

Gravity Coal Cars

We will now go back to 1829 and look in detail at D&H freight and passenger cars throughout the nineteenth century.

In 1827, before the Gravity Railroad opened, John Jervis, Chief Engineer, stated that it was his belief that 320 coal wagons would be necessary to transport 540 tons of coal daily over the Gravity line. Accordingly, seventy coal wagons were purchased from the West Point Foundry, at a cost of $7,045.50. In *Inspection of Lines: : , 1927,* we read:

"As early as 1827, John B. Jervis, Chief Engineer, had stated that he believed three hundred and twenty railroad 'wagons' would be required to transport five hundred and forty tons of coal daily. / According to journal entries posted in 1829, seventy 'wagons' were purchased from the West Point Foundry at a cost of $7,045.50." (*Passenger, Freight and Work Equipment on the Delaware and Hudson, The Delaware and Hudson Company BOARD OF MANAGERS INSPECTION OF LINES*, June 2, June 5, 1927, p. 9)

In that same 1927 volume, those early coal cars are described as follows:

"The early type of coal car appears to have had a carrying capacity of about one and one-half to two tons. The box or body was of wood construction. The wheels, of which there were four, one pair at each end, were cast iron of spoke design." (p. 9)

In 1830, two of those early coal cars were retrofitted to become passenger vehicles when, on June 22, 1830, Philip Hone and a party of twenty persons were conveyed over the Gravity line from Honesdale to Carbondale. This was the first instance in which the Gravity Railroad was used for passenger travel. In *Inspection of Lines,* 1927, p. 12, we read:

> Early in this period a trip was made by Philip Hone, the Company's first President, and party from New York to Carbondale. After traveling via the Hudson River and the Company's canal to Honesdale, Mr. Hone and party of twenty persons, on June 22, 1830, were conveyed to Carbondale over the Gravity road. The train consisted of two coal cars which apparently were large enough to accommodate the travelers as it is stated the arrangements, "though crude, were satisfactory." These cars had been provided with seats and in other respects made tolerably convenient. This appears to have been the first time this road was used for passenger travel.

In that same volume (p.12), we read that in 1831, 275 additional coal wagons were purchased by the D&H, at a cost of $21,974.25:

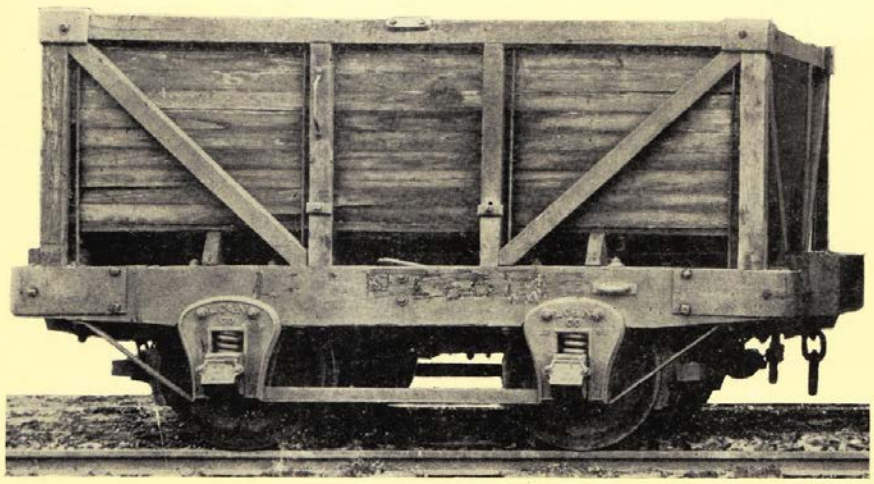
Journal entries in March, April, May and July, 1831, show that $21,974.25 was expended for new "wagons," wheels, axles, etc. Records of that year indicate that two hundred and seventy-five "wagons" constituted the movable property on the Gravity road.

Mileage on the Gravity Road

PREVIOUS DEVELOPMENT		
Main—Loaded track		
Carbondale to Honesdale	16.	mi.
DEVELOPMENT—PERIOD 1830 TO 1840		
Main—Changes in main	0.5	mi.
Main—Extension to Powderly, etc.	2.5	mi.
Main—Extension to Coalbrook, etc.	1.0	mi.
Sidings	2.8	mi.
	6.8	mi.
Total Mileage	22.8	

Total steam mileage — 45.95
Total gravity mileage — 22.8

And in the same volume (p. 22), we find the following material on the 4 ½ ton "Jimmy" coal car:



"Jimmy" Coal Car

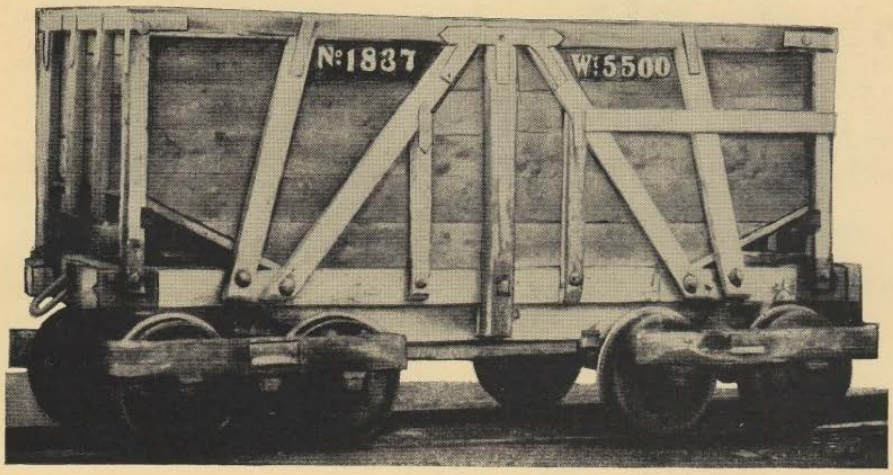
This "4-wheel" coal car, commonly known on the system as the "Jimmy" car, had a carrying capacity of about four and one-half tons. The dimensions of the body were: length, 7 feet, 6 inches; width, 6 feet, 0 inches; height, 4 feet, 6 inches. The ratchet hand brake was operated by a brake lever on one side of the car and a running board extended its full length. This car was put in service late in this period. The photograph is fairly representative of the type,

In that same volume (p. 13) we find the following information about D&H coal cars in the period 1840-1850:

Period 1840 to 1850

IN THIS period we find record of eight-wheeled coal cars on the Gravity road. The body was substantially built of wood, twenty feet eight inches long by four feet two inches wide. The weight was about fifty-five hundred pounds, the capacity ranging from four to five tons. The wheels were of cast iron, twenty-four inches in diameter; axles, two and one-half inches in diameter.

It was common practice to stop gravity trains by the use of pegs called "sprags." These were inserted between the wooden truck side frame and lug on face of car wheel and trainmen developed much dexterity in throwing them into place rather than stopping to position.



Eight-wheeled Gravity Coal Car

The majority of gravity coal cars were not equipped with brakes. The brake, peculiar in design, was of the pull-up type, having four solid cast iron combination brake heads and shoes which hung between the wheels and, when pulled up, effected a wedging action against the wheels, thus retarding movement. There were six levers (three on each side of car), one foot or power lever on the end, one cross bar, four yokes, eight adjusting bolts to take up the slack between shoe and wheel, and two equalizing chains and pulleys. Braking power was induced by pressure through the unique arrangement of levers and was controlled from the end foot lever by the brakeman. In making up trains, the cars with brakes were distributed at suitable intervals, dependent upon the length and weight of trains.

Around 1868 the D&H purchased from the Baltimore Coal and Union Railroad Company 550 coal cars, 204 of which were 5-ton standard gauge cars, these were later sold to the Gravity Railroad:

"The Union Coal Company opened, in 1866, the line between Green Ridge and Union Junction, (15 miles). /The Baltimore Coal and Union Railroad Company, incorporated April 8, 1868, purchased the property of the Union Coal Company which had acquired the Howard Coal and Iron Company. / The equipment included 550 coal cars of which 204 were 5 ton standard gauge coal cars. These were later sold to the Gravity Road." *(Inspection of Lines : :*, 1927, p. 21)

In 1870, there were 2,450 coal cars in service on the Gravity Railroad. That number included the 204 5-ton standard gauge cars that were acquired from the Baltimore and Union Railroad Company. *(Inspection of Lines : :, 1927*, p. 23)

The following table of standard cars and their capacities in 1873 is from L. F. Loree's book, *Railroad Freight Transportation (Inspection of Lines : :*, 1927, p. 21)

The general development throughout the country will, no doubt, be of interest, and we quote here from President L. F. Loree's book on "Railroad Freight Transportation."

"The civil war compelled an increase in the carrying capacity of cars and 'double cars' with eight wheels were built to carry 20,000 pounds of coal, but 15,000 pounds was the maximum loading for the closed or merchandise car until after 1865. As there was a wonderful increase in the miles of railroad built between 1870 and 1875, so the increase in the freight car capacity was marked, as shown in the following table of the standard cars and their capacities in 1873":

		LT. WT.	CAP.	% CAP. TO LT. WT.
Box	8-wheel	18,700	28,000	59.94
Stock	8-wheel	20,295	20,000	49.62
Gondola	8-wheel	17,280	28,000	61.81
Coal	8-wheel	17,350	30,000	63.36
Coal	4-wheel	7,635	10,000	56.82
			12,000	61.22
Coal Hopper	8-wheel	18,750	37,000	66,37

In 1869, Thomas Griffin Smith worked temporarily in the framing department at the Gravity shops in Carbondale. While there, he personally painted the first and only Gravity coal car to be painted red. The car was nicknamed the *Red Rover.*

In the biographical portrait of Thomas Griffin Smith that is given on pp. 3-4 of the January 1, 1925 issue of *The Delaware and Hudson Company Bulletin* (Volume 5, Number 1) we read: "Prior to his trip abroad, he became a railroad man. That is, in 1869 he had secured temporary employment in the framing department at the local gravity shops. While there he personally

painted the first and only gravity coal car to be so decorated. Red mineral paint was the body coloring used, while the trucks were smeared with coal tar. The men who followed the rails in that day were very proud of the brilliantly colored little coal car and, in expression of such sentiments, they nicknamed it the ‘Red Rover.’ . . .”

In 1882, when Thomas Darmody began working for the D&H under Master Mechanic Fred Kegler, he was charged with unloading brick fuel from the eight-ton, four-wheel 'Jimmy' cars in which it was transported from the anthracite region of Pennsylvania to the R. & W. [Rutland and Washington Branch] roundhouse at Salem, N. Y.

In the biographical portrait of Thomas Darmody ("Fast Trains Not New"), published in the January 1, 1934 issue of *The Delaware and Hudson Railroad Bulletin,* pp. 3-4, we read: "Mr. Darmody entered Delaware and Hudson employ on March 1, 1882, under Master Mechanic Fred Kegler, who put him to work unloading brick fuel from the eight-ton, four-wheel 'Jimmy' cars in which it was transported from the anthracite region of Pennsylvania to the R. & W. [Rutland and Washington Branch] roundhouse at Salem, N. Y. "

In reflecting on his 45-year career as an engineer on the Susquehanna Division, James J. Conroy ("Dreaded Grade Crossings," *The Delaware and Hudson Railroad Bulletin,* October 1, 1935, pp. 147-148), had less than positive memories of the eight-ton jimmy cars.

"Mr. Conroy recalled with a smile the day when a freight train seemed to pull unusually hard and he looked back to see a few of the first 30-ton capacity cars to run over the division. Prior to that time most of the cars carried approximately 15 tons. There were many 8-ton 'jimmy' cars still in service, equipped with link and pin couplings, which were particularly detested by road crews for when one car jumped the track all the others followed."

1883: peak year for coal shipments over the Gravity Railroad: 4,097,218 tons

Here is a photograph of some Jimmies coal cars being filled at the Pennsylvania Coal Company's Gravity coal pockets in Hawley. This photo is in the archives of the Wayne County Historical Society.



Fred Cundy, who was born at St. Blazey Gate, Cornwall, England, in 1868, worked for the D&H for 44 years. As a young man, he worked in England as an apprentice in a shop doing all types of cabinet and carpentry work in addition to building farm and clay wagons, the latter for use in carting potters' clay from the pits to the pottery.

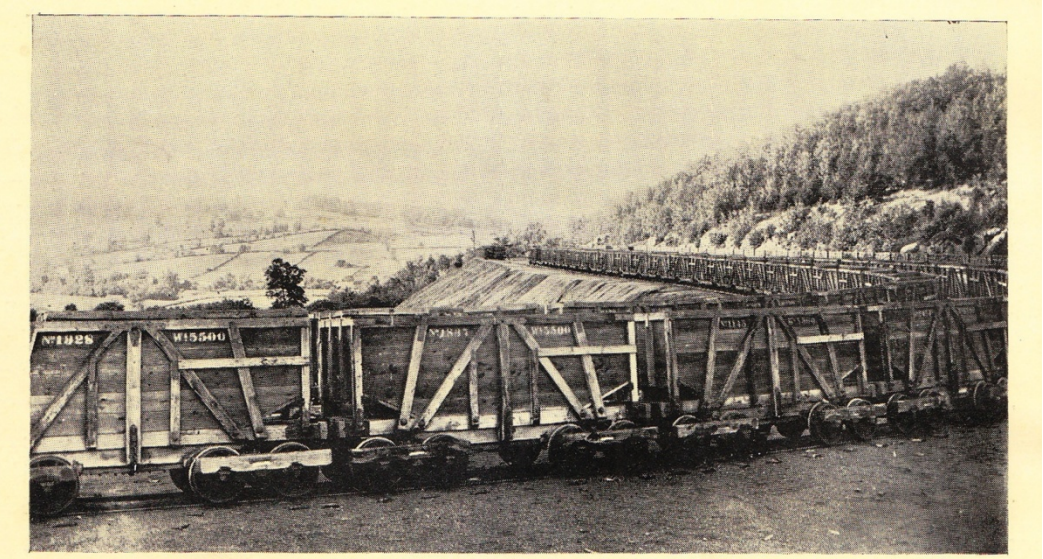
From his biographical portrait ("Learned Trade in England") published in the June 1, 1937 issue of *The Delaware and Hudson Railroad Bulletin* (pp. 83-84), we learn some remarkable facts about properly made wagon wheels:

"The wagons were of as much as six tons capacity, to be drawn by three heavy horses harnessed in tandem. Wheelmaking was an art in itself. If, when the elm hub, oak spikes, ash rim, and iron tire were assembled, the wheel carried its load soundlessly, it was considered to be properly built; if it squeaked, it was faulty."

In 1891, Mr. Cundy and his wife sailed for America on the *S. S. Umbria.* Arriving in Carbondale, he began work for the D&H under Master Car Builder, Thomas Orchard. About Mr. Cundy's remarkable career with the D&H, we read the following in his biographical portrait:

"Arriving in Carbondale, where his wife's brother was employed in the Delaware and Hudson Car Shops, he was hired as a car framer by Master Car Builder, Thomas Orchard, and went to work in the mill at the head of Main Street, directly in back of the present division offices. All Delaware and Hudson coaches and freight cars were then built by the company's forces. Mr. Cundy built the frames of hundreds of 'Jimmy' cars, which were 12 feet 8 inches long, 4 feet 2 inches wide, had 18- to 24- inch wheels, were of 4-foot 3-inch gauge, carried 5 tons of coal, and weighed 5,800 pounds. . . / In 1899 Mr. Cundy was appointed machine carpenter by Mr. Orchard, who had designed and supervised the construction of the six wood-working machines in the wood mill. . . . / Some of the coach interiors of that day were masterpieces of the wood-worker's art, says Mr. Cundy. The walls were of bird's eye maple, white maple, quartered oak, or ash, while the ceilings were covered with scenic paintings. Each car was heated by a stove and illuminated by twelve oil lamps. . . / In 1907 Mr. Cundy was promoted to the rank of leading machine hand, it being his duty to repair as well as operate all the wood-working machines. By that time there were fourteen machines in the shop, all run by a single vertical one-cylinder steam engine. They prepared all the lumber used by the Car, Motive Power, and Maintenance of Way Departments. / Six months later, on May 1, 1908, Mr. Cundy became wood mill foreman, a position he occupied until the shop was closed in 1928. Early in the next year he was transferred to Oneonta as mill-wright foreman. The last five of his 44 years' service were spent as painter foreman, in charge of the painting and stenciling of cars." (p. 84)

Here is a photograph of a great number of empty 8-wheel Gravity coal cars on Level No. 13.



A Typical Gravity Train

(Inspection of Lines : :, 1927, p. 126)

In 1899, when the Gravity Railroad was closed, about 1,000 old coal jimmies were sold to a railroad company in the south. In the *Carbondale Leader* of May 22, 1899, we read:

"D. & H. COAL CARS. / About 1,000 Old Ones Have Been Sold to a Southern Road. / The D. & H company has sold about 1,000 old coal jimmies to a railroad company in the south. The cars are now being forwarded to the purchasers. The jimmies have been stationed upon switches near Meadowdale and were thrown out of use when the new patent coupling arrangements were adopted by the company in accordance with the new state law. The company found it cheaper to buy new cars than to re-fit the old ones. It was intended first to set fire to the old cars some night when the wind was blowing in the right direction. Subsequently it was decided to have the cars dismantled at Oneonta. It was found that this would cost more than the iron which the company wanted to save and the cars were sold. / While the company is disposing of these old 'jimmies' its agents might look around for a market for the many 'gravities' that are now of no further use in their business. The work of burning these cars still goes on and considerable property is lost thereby." *(Carbondale Leader,* May 22, 1899, p. 6)

In 1899, following the closing of the Gravity Railroad, more than 4,600 coal cars were burned, with their iron salvaged for scrap.

1604

Gravity Freight Cars

Freight was first regularly carried over the Gravity Railroad in 1833.

In 1870, there were 44 box cars in service on the Gravity Railroad. *(Inspection of Lines : :, 1927,* p. 23)

There were combination freight/passenger cars on the Gravity Railroad.

1605

Special Freight Shipments via the Gravity Railroad (into, out of, through Carbondale)

Among the most remarkable freight shipments ever sent over the D&H Gravity Railroad were 1,500 tons of rails from the Scranton mills. Those rails were transported from Scranton to Archbald by wagon. At Archbald the rails were transferred to Gravity cars and shipped to Honesdale (passing through Carbondale on the way there). There, they were loaded into canal boats and delivered to the Erie Railroad at Lackawaxen.

Here are the details on this remarkable freight shipment:

Archbald and the Erie Rails:

P. A. Philbin: “It is a fact not generally known, that the T rails used in the building of the main line of the Erie railroad were shipped to their destination from Scranton’s mills in Slocum Hollow by way of Archbald. These rails were taken to Archbald on long wagons, drawn by four-horse or four-mule teams and loaded on trucks at the foot of No. 1 plane [in Archbald] and sent over the mountains to Honesdale and the canal. / The Erie Rails. / This shipment of rails, by the way, was the salvation of the Erie railroad. Although the T rail was an American invention there were so few made here that England was the chief source of supply and in the early 40’s they were sold for $80 a ton [emphasis added]. The state of New York had assisted in building the Erie railroad and the Erie company could not pay the interest on the $3,000,000 which it owed the State. The railroad was, therefore, advertised for sale under foreclosure by the State Comptroller but the sale was postponed by the legislature and the company was given until April 14, 1851 to complete the railway to Dunkirk, N. Y. At this juncture the Scrantons interested William E. Dodge in their mills and on their assurance that T rails could be manufactured for little more than half the price of the English product, Dodge advanced the money for the equipment of the Scranton mills. The twelve thousand tons he contracted for were sold for $46 a ton and were ready for delivery in 1847. The promptness of the Scrantons in delivering these rails enabled the Erie company to complete the railroad within the required time.”

Given below is an article that was published in the *Carbondale Leader,* September 21, 1878, p. 4, about the Erie rails that were shipped over the D&H Gravity from Archbald. This article was originally published in *The New York Times:*

"Erie's Early Troubles. / HONESDALE, August 28.—The work of narrowing the gauge of the Erie Railway, which is progressing rapidly along the line, recalls one of the most interesting and important incidents in the history of the pioneer of American trunk lines—an incident by which the New York and Erie Railroad Company was enabled to save the forfeiture of its franchises to the state [NY], and by which another struggling corporation was enabled to raise itself from insignificance and probable bankruptcy to be one of the most wealthy and powerful of its kind in the country. / After the great financial revulsion of 1836-7 had compelled the suspension of early operations on the railroad, the sate came to the aid of the company, and in 1838 loaned it its credit to the amount of $3,000,000. This large amount of money was used up, and only 61 miles of the road in operation in 1845--from Piermont, on the Hudson, to Otisville, the summit of the Shawangunk mountains, in Orange County. Not a small share of the company's means had been spent in carrying out the ridiculous idea of its engineers that rails must be laid on piles from Owego to Hornellsville. For a distance of 90 miles two rows of heavy posts were sunk in the earth. Each one of these posts stood for many a year afterward as a monument to the memory of millions of wasted riches, for they were never used, and the last one disappeared from the side of the present route only a few years ago. / In 1845 the state came again to the aid of the railroad enterprise. By act of the assembly of that year the company was released from the claim of the state against it, and liberal provisions were made as to subscriptions to new stock. This legislation was accompanied with the proviso, however, that unless rails were laid and the road was in working order between the Hudson and Binghamton by January first, 1849, the company should forfeit all its rights, franchises, and titles to the state. Thus given a new lease of life and another replenished Treasury, the directors of the company again ordered the work to proceed. The rails with which the road was ironed between Piermont and Otisville was of English iron, which cost $80 a ton. The straitened circumstances of the company, and the time to which it was limited, required the obtaining of iron at a cheaper rate and in a more convenient market. / At that time [1845], the manufacture of railroad iron was an entirely new industry in this country. Up to 1845, no T-rail had been made here, the strap-rail being used. The New York and Erie imported the first T-rail on this side of the ocean. In 1843, Colonel George W. Scranton and Seldon T. Scranton of Oxford, N.J., established a rolling mill and rail factory in the village of Harrison, now the city of Scranton, Pa. It was known as the Lackawanna Iron Works. In 1846 the Scrantons, knowing that the New York and Erie Railroad Company had paid $80 a ton for the rails imported from England, and that it was necessary for iron to be obtained by the company at a lower price made a contract with the railroad company to furnish it with 10,000 tons at a rate much less than that of the English iron. At the time of making this contract, the iron company had no machinery capable of turning out the rails, and furnaces and all had to be provided. The iron was to be delivered to the New York and Erie Railroad's agents at the mouth of the Lackawaxen river, in Pike county, Pa., during 1847-8. A number of prominent capitalist

interested in the success of the railroad loaned the Scrantons $100,000, with no security but their word. The machinery for the iron mills was drawn 60 miles by teams, and was ready for operations in a few months. As fast as the iron was ready it was drawn by teams nine miles to Archbald, Pa., then the southern terminus of the gravity road of the Delaware & Hudson Canal Company. On this road it was carried over the Moosic Mountains to Honesdale the head of the canal, where it was loaded on boats, which delivered it to the railroad company at Lackawaxen. From there it was carried on the canal to Port Jervis. / When 1,500 tons had been thus delivered the rails were laid from Otisville to Port Jervis. Then the difficulties of running the road into Pennsylvania arose. The road was originally intended to cross the Delaware at the village of Matamoras, nearly opposite Port Jervis, but the route was impracticable, and it was decided to change the crossing point to Sawmill Rift, three miles further up the river. Injunctions were served on the company forbidding this change of route, until it had agreed to construct a bridge across the river at Matamoras. The delay attending these proceedings threatened to be fatal to the completion of the road to Binghamton within the stipulated time. [Unless rails were laid and the Erie had the road in working order between the Hudson and Binghamton by January 1, 1849, the Erie would forfeit all its rights, franchises, and titles to the state.] Accordingly a change was made in the terms of the contract with the iron company. Instead of having the balance of the iron delivered at Lackawaxen, the railroad company had it distributed at different points along the Delaware Division. The iron was hauled on wagons over the heavy mountain roads of Northern Pennsylvania to Narrowsburg, Cochecton, Equinunk, Stockport, Deposit, and Lanesboro'. Over 400 mules and horses were employed in the carting. From these points the rails were simultaneously laid, resulting in the completion of the track, according to agreement with the state, five days before the date fixed upon. / The celebration of the event in Binghamton on the 28th of December, 1848, was one of the greatest demonstrations ever witnessed in this country. The contract was a profitable one to the new iron company, notwithstanding the expense and labor connected with its fulfillment, and it had laid the foundation for the present great city of Scranton, and resulted in taking into the Lackawanna Valley a capital of $150,000.000. The present gigantic corporation, the Lackawanna Coal and Iron Company, is the direct outcome of that early venture of the men whose great business enterprise saved the New York and Erie Railroad from certain bankruptcy.—*N.Y. Times.*

1606

Gravity Railroad Work Equipment

Horse Cars on Six-Mile Level:

The first work cars (in addition to coal cars) on the Gravity Railroad were the horse cars that were needed to transport the horses that were used to return the empty coal cars to the beginning of the six-mile level in the 1829 configuration of the Gravity Railroad.

The three long levels in the 1829 configuration (the Summit level, the Six-mile level, and the Four-mile level) and the need for horse cars on the Six-mile level are nicely described by Torrey as follows:

“It was originally expected to make use of locomotive power on the three long levels, known as ‘summit level,’ ‘six mile level,’ and ‘four mile level,’ and to use horses on the other levels between the planes. / Three locomotives were made for the company in England under directions of Horatio Allen, and brought to New York to be so used, but on the trial of one of them, the track was found too weak to admit of their use with safety; and the use of horses was thus made necessary on those levels also. / On the summit level one horse could not draw more than two loaded cars at a time. On the six mile level, between Waymart and Prompton, the grade was such that loaded cars descended by gravity, and cars were provided with a sufficient number of horses to ride with each train to draw the empty cars back—one horse being thus able to return four empty cars. These horses became so accustomed to riding down the grade that when, by reason of ice on the rails, the cars required force to propel them, some of the horses clearly showed an unwillingness to go upon the track and draw the cars in that direction. / On the four mile level, between Prompton and the canal basin, the grade was such that one horse could draw five loaded cars down, and the same number of empty cars back. / The four-mile and the six mile levels had each a branch or side track for a short distance, near the centre, so that cars moving in one direction could pass those going in the opposite direction, and at these branches were the boarding-houses for the car runners. One of these boarding houses was near the present residence of Jacob L. Keen, and was kept by Warren Dimock, and the other was opposite the present residence of Henry L. Phillips, and was kept by George M. Keen.” *(Torrey,* 1882)

In the archives of the Pike County Historical Society at Milford, PA, we discovered, on September 20, 2103, eleven blueprints showing line drawings of 1829 Gravity Railroad rolling stock or trackage or features of the D&H Canal and its locks. All of these blueprints were created, it appears, at the time that E. D. LeRoy wrote *The Delaware & Hudson Canal and It's [sic] Gravity Railroads,* which was published by the Wayne County Historical Society in 1980.

In the lower right-hand corner of these blueprints, we read: "EX LIBRIS / E. D. LeRoy," followed by a number. The numbers appear to indicate a number in a sequence of blueprints which E. D. LeRoy apparently had produced of old documents relating to the D&H Canal

Company. It appears that he had these blueprints created as a way of preserving fragile old documents about the D&H. One can not help but wonder if those fragile old documents still exist.

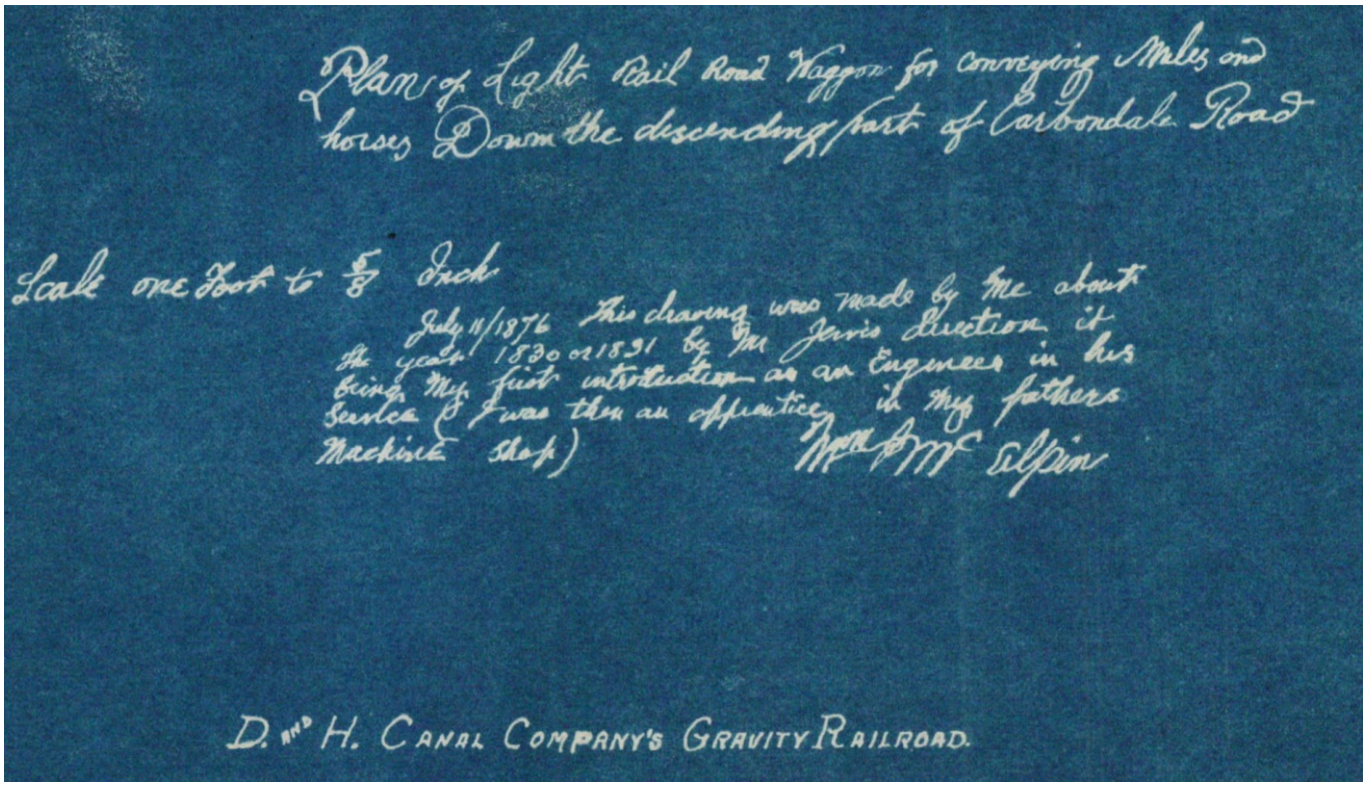
Here is a summary description of those eleven blueprints:

1. #17 paddle gate irons for locks on D & H canal
2. #221 Gilson's locks: survey by Lord, Butler, April 1854
3. #223 Baisden's lock (with #225 on the same blueprint): survey by Lord, Butler, April 1854
4. #224 Ridgeway's locks: survey by Lord, Butler, April 1854
5. #225 Pool-Pit Basin [at the Narrows of the Lackawaxen River]
6. #264 roll ways
7. #265 dry wall lock with timber and plank facing
8. #266 light rail road wagons for mules and horses
9. #267 coal waggons
10. #268 mitre sill and gate recesses for locks; re-drawn from original plans of 1827
11. No number lock gates for the Delaware & Hudson Canal, upper and lower gates, type used 1827-1850

How many blueprints were produced? It appears that there were no less than 268. There are eleven in the Pike County Historical Society archives. If there were others, do they still exist?

One of those blueprints, numbered 266, shows three line drawings of "Plan of Light Rail Road Waggons for conveying Mules and horses Down the descending part of Carbondale Road."

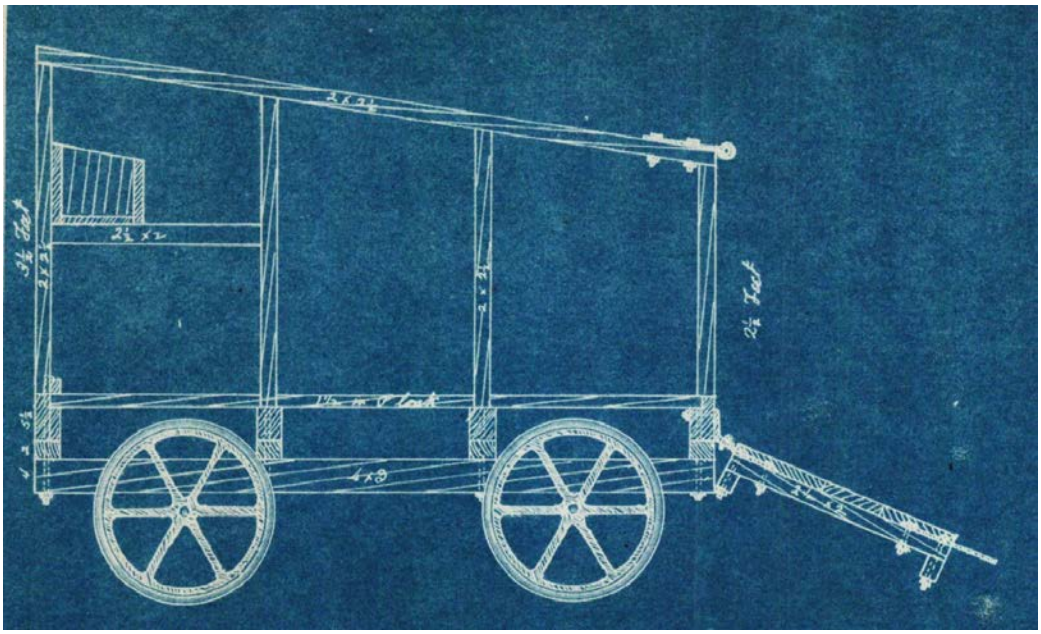
A scan of the note on this blueprint ("Scale one Foot to 5/8 Inch") is given below:

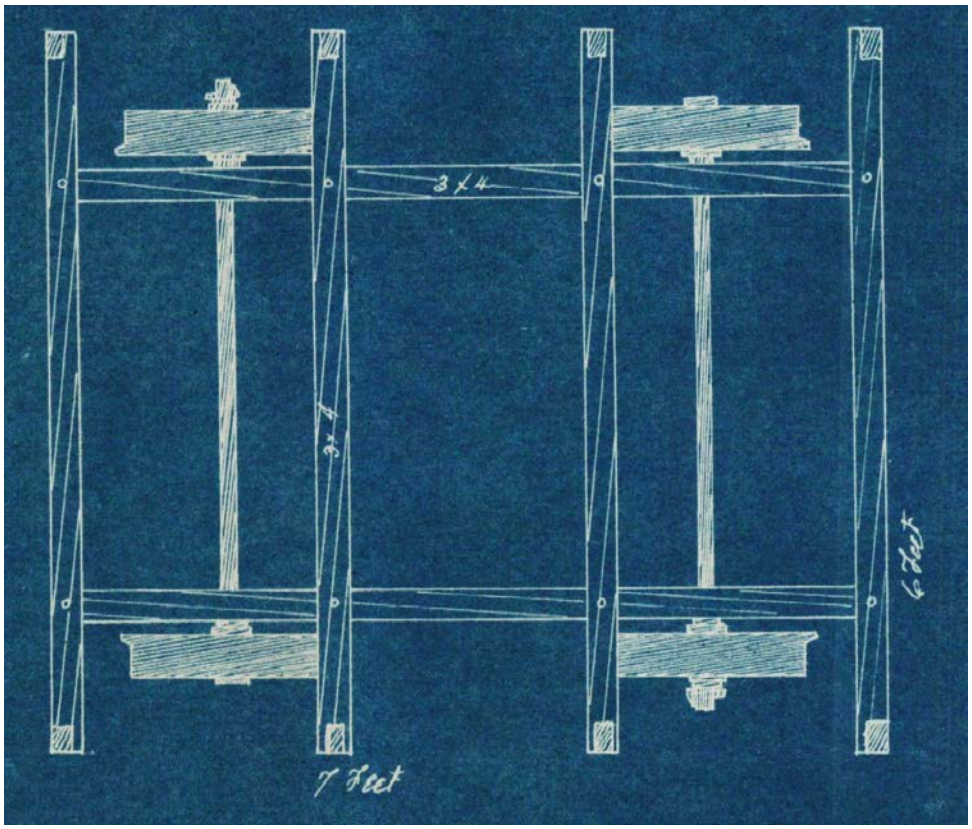


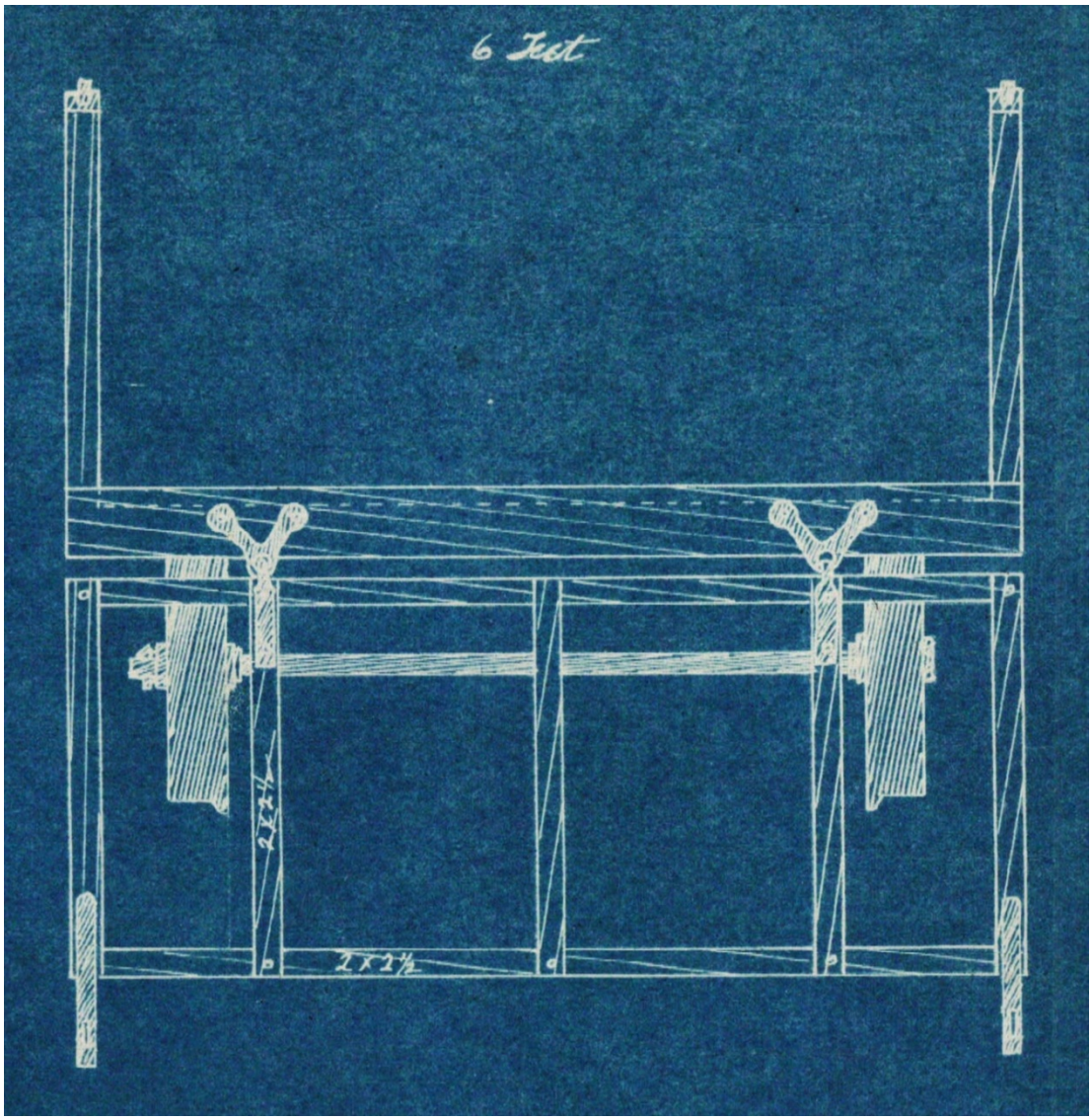
On the original drawing of this plan for the horse and mule cars used on the six-mile level William Jervis McAlpin wrote (see above blue print), on July 11, 1876 the following:

"July 11 / 1876 This drawing was made by me about
The year 1830 or 1831 by Mr. Jervis direction it
being My first introduction as an Engineer in his
Service (I was then an apprentice in My fathers
Machine Shop) Wm J McAlpin"

Here are the three line drawings by William J. McAlpin for the railroad wagons for horses and mules on the Six-mile Level:



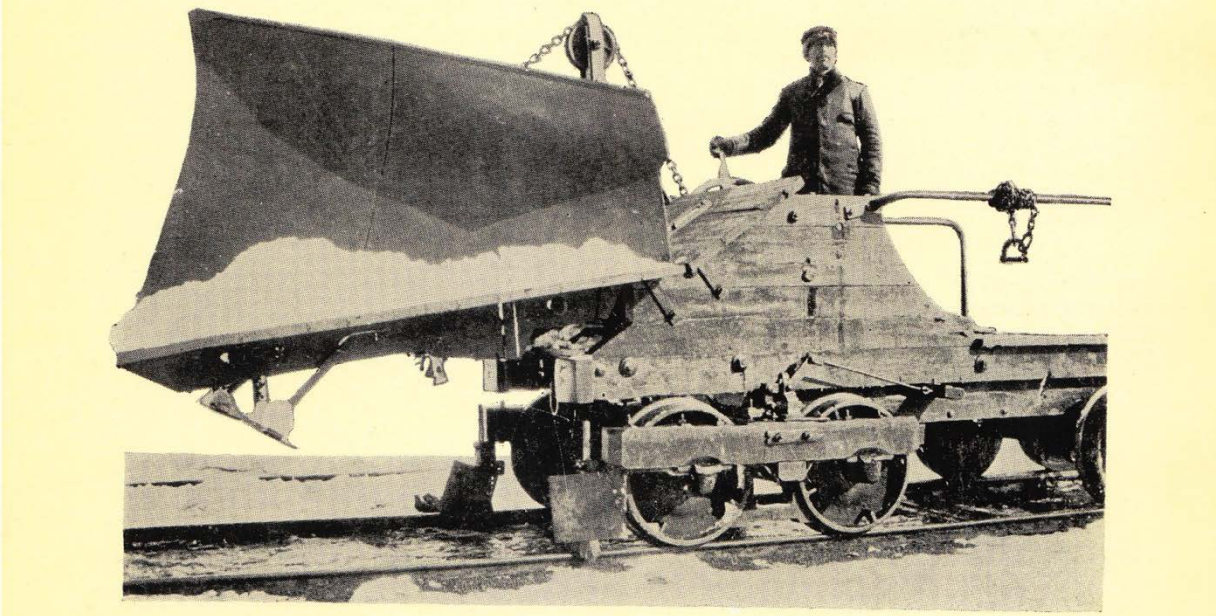

3 x 4
7 Feet
6 Feet


6 Feet
2 x 2½

Snow Plow

The D&H had a snow plow that was used to remove snow from the tracks on the Gravity Railroad.

The photograph given below of the snow plow on the Gravity Railroad is given in *Inspection of Lines : :, 1927,* p. 18:



Snow Plow on the Gravity

The pioneers of the Gravity road claim it was a common sight to see a train of seventy-five or more gravity coal cars behind this plow, clearing the way of snow.

In 1870, there were 2 snow plows in service on the Gravity Railroad. *(Inspection of Lines : :, 1927,* p. 23)

We will take a look at baggage cars on the D&H Gravity Railroad in the material below on Gravity passenger coaches.

1607

Gravity Passenger Cars

Early Passenger Initiatives:

In 1859, the first passenger car to be run over the Gravity line in the Lackawanna Valley made a trip from Carbondale to the foot of Plane C in Archbald. On this experimental trip, Hugh Powderly served as engineer, fireman, conductor, and brakeman.

From a clipping from the late nineteenth century in the archives of the Carbondale Historical Society, we learn some very interesting details about this car and this trip to the foot of Plane 21:

"In this year [1859] the first passenger car was run over the Gravity. It was like the cars with the side seats now used sometimes at excursions. A car, loaded two-thirds full with culm and saturated with water to keep it from flying into the passengers' faces, was run in front to give impetus on the levels. On this trial trip were C. P. Wurts and family, Lewis Pughe and family, E. P. Garland and family, Israel Decker and family, and Davis Alton who was then general coal inspector for the D. & H. Hugh Powderly was in charge of the culm car and was thus engineer, firemen, conductor, and brakeman. The trip . . . to the foot of plane C now known as plane 21, at Archbald, was made in 23 minutes. This time proving satisfactory, passenger cars were ordered to be built. The only persons now living in this city [Carbondale] who were on that trip are Mrs. Frank Taylor, then Mrs. Isaac Decker, and Mr. Powderly."

The mastermind behind this first passenger run on the Gravity Railroad was Charles Pemberton Wurts, who was an extraordinary person in many ways. He was born in 1824 and died in 1892. His father, George Wurts, was a brother of Maurice and William Wurts (Carbondale founders) and of John Wurts, the third president of the D&H (1831-1858), who adopted his nephew, Charles Pemberton Wurts.

C. P. Wurts, who married Laura Jay (great granddaughter of Supreme Court justice, John Jay) served as James Archbald's assistant from 1843 to 1853 (when Archbald moved to Scranton). C. P. Wurts served (1) as D&H paymaster from 1844 to 1855, and (2) D&H railroad superintendent from 1853 to 1864. He was one of the founders of the Dickson Manufacturing Company; he negotiated the first strike settlement (1857) between D&H miners and management. During his administration the 1859 configuration of the Gravity Railroad and the Valley Road were built. He orchestrated the arrival of the first "iron horse" in Carbondale in December 1861.

In November 1859, another experimental passenger run was made on the Gravity Railroad, this time "to the new village of Olyphant." About this run, we learn more from an article titled "Railroad Communication," that was published in the November 12, 1859 issue of the *Carbondale Advance:*

"Railroad Communication. / We understand a party of our people were favored with a ride upon the extension of the Company's Railroad to the new village of Olyphant. A more general party took a similar excursion on Wednesday [9th], and on Thursday [10th] another, including all that had notice, leisure and inclination for the trip. A comfortable passenger car has been provided, well seated, and the trip we learn is made very safely and pleasantly in less than hour. Regular trips are not proposed to be made at present, but will probably [be made] within a few months [when] the further extension of the road to Providence is completed. This will bring us by Railroad within 2 ½ miles of the Scranton Depot. It will be a great point gained, but not quite all that is desirable. / There seems to be no chance for but one opinion in regard to the Railroad as it now is, in its whole extent from Honesdale to Olyphant. It is a very superior road—wisely planned and substantially constructed. Its arrangements, and appointments for business are every way excellent, and its capacity is undoubtedly equal to 6,000 or 8,000 tons per day. / With such a road, and the large quantities of coal secured, of a quality equal to the best Anthracite in Pennsylvania, the basis seems to be laid for a large and prosperous business for at least a century." *(Carbondale Advance*, November 12, 1859, p. 2)

Regular passenger service to the foot of Plane No. 23 was established in mid-November 1859. That we know from the fact that there is an article in the November 19, 1859 edition of the *Carbondale Advance* in which it is stated (1) that regular passenger trips were made during the week preceding the 19th and (2) that those runs were popular with the traveling public:

"The Car.—The Passenger Car to Olyphant has made regular trips throughout the week, running generally with full loads each way. It seems to be a popular institution, and bids fare to be a permanent one. The extension of the Road to Providence, and the large population setting along the line from Carbondale down, will make some cheap mode of transit to and from this place indispensable.**"** *(Carbondale Advance*, November 19, 1859, p. 2)

How did these D&H passenger cars get from Carbondale to Providence?

The passenger cars left Carbondale, up to at least 1868 (when Level 20 was installed), by being taken up the Blakely Plane, and then continuing on their journey southward—on the Blakely Level—to Plane 21 in Archbald, and then on down to the foot of Plane 23. Returning to Carbondale, they were brought to the top of the mountain at Archbald (Planes 26 and 27) and then sent down Level 27 to downtown Carbondale.

The first railway passenger coach, we learn from *Inspection of Lines, June 2, June 5, 1927* (pp. 7-8), was designed in 1825 by George Stephenson for the Stockton and Darlington Company:

The first railway passenger coach was designed by George Stephenson in 1825 for the Stockton and Darlington Company. In Samuel Smiles' book on the "Lives of the Engineers" we find this interesting description:

"The anticipations of the company as to passenger traffic were in like manner more than realized. At first, passengers were not thought of; and it was only while the works were in progress that the starting of a passenger coach was seriously contemplated. The number of persons traveling between the two towns was very small; and it was not known whether these would risk their persons upon the iron road. It was determined, however, to make the trial of a railway coach; and Mr. Stephenson was authorized by the directors to have one built to his order at Newcastle, at the cost of the company. This was done accordingly; and the first railway passenger carriage was built after our engineer's plans. It was, however, a very modest and indeed a somewhat uncouth machine, more resembling the caravans still to be seen at country fairs containing the "Giant and Dwarf" and other wonders of the world, than a passenger coach of any extant form. A row of seats ran along each side of the interior, and a long deal table was fixed in the centre; the access being by means of a door at the back end, in the manner of an omnibus. This coach arrived from Newcastle the day before the opening, and formed a part of the railway procession above described. Mr. Stephenson was consulted as to the name of the coach, and he at once suggested "The Experiment," and by this name it was called. The Company's arms were afterwards painted on her side, with the motto, "Periculum privatum utilitas publica." Such was the sole passenger-carrying stock of the Stockton and Darlington Company in the year 1825. But the "Experiment" proved the forerunner of a mighty traffic; and long time did not elapse before it was displaced, not only by improved coaches (still drawn by horses), but afterwards by long trains of passenger-carriages drawn by locomotive engines."

The first passenger cars used by the D&H figure prominently in a recollection of the beginnings of passenger service on the D&H that was published in a Carbondale newspaper in 1891. Here is that recollection:

"Friday, January 9, 1891. Thirty years ago this month the first passenger trains were run out of this city and there are quite a number yet living who can enjoy the retrospect afforded by a look back over the advancement in means of travel from the crude beginning to the present time when nearly half a hundred passenger trains arrive and depart from this city daily. The first car used was one that would now be considered decidedly barn-like; it was not as comfortable as some of the modern freight cars. [The first passenger cars] There were two windows in either side, each containing six small panes of glass, and two smaller windows in either end each side of the doors. The sides were of matched boards something after the siding of a frame house and four braces ran on the outside from the middle of the roof to the floor of the car. The brake was like unto the present gravity coal cars, and when they were applied by the brakeman the slowing up of the train would be accompanied by a squeaking that would outdo a dozen of the liveliest pigs ever fattened. It would set the passengers' teeth on edge, but they had to stand it. Shortly after the inauguration of the passenger system Supt. Wurts invented an air whistle which he attached

to the car and the tooting of this wonderful device announced the coming of the train. / Inside, the car was as crude as was the exterior. The two seats—long benches—ran lengthwise and walking was a luxury compared to fifteen miles ride on the hard slats, but the experience was new to the people and in lieu of anything better they considered it glorious. For a short time horses were used to haul the cars part of the way, then a locomotive was purchased. The baggage car that accompanied the passenger "coach" was also very rude in its construction." (Gritman scrapbook)

The passenger cars to Providence, which were very quickly upgraded by the D&H from the perspective of passenger comfort and warmth, were very popular with the public:

"The Passenger Cars. 'Our Passenger Cars,' or the Passenger Cars now run on the Del. & Hud. Canal Co.'s Railroad to Providence, within two and one-half miles of Scranton, have become an established and highly popular institution. They far exceed the most sanguine anticipations. The trip to Providence is a pleasure. The cars are elegant and comfortable, well cushioned and well warmed, and they run by gravity on fair locomotive time. The mails reach us in about one and a half hours from Scranton, and passengers arrive in good spirits, full of praises for the cars. / Depots are about being built here, and every disposition is manifested to provide fully for the convenience of freight and travel." *(Carbondale Advance,* February 18, 1860, p. 2)

On June 28, 1873, Superintendent Manville and a car load of ladies and gentlemen took a trip to Archbald in the elegant new passenger coach just made in the D&H shops in Carbondale. Two similar cars, we learn from an article in the July 5, 1873 issue of the *Carbondale Leader,* are now under construction in the car shops in Carbondale:

"Last Saturday afternoon Superintendent Manville and a car load of ladies and gentlemen took a trip as far as Archbald in the new passenger car just manufactured at the shops here. The new car is as easy a one to ride in as any one could wish for. It is built of the very best material, and is furnished with first-class seats, and is decorated very tastefully. The ventilation is a great improvement on the old style. Two similar cars are being made at the Company's shops in this city, and the business will probably be carried on permanently. We see no reason why it should not be when such an elegant car as the one spoken of can be turned out." *(Carbondale Leader,* July 5, 1873, p. 3)

In upstate New York, in the meantime, on D&H steam line tracks between Fort Ticonderoga and Lake George, interesting innovations in passenger coach design were to be seen in the form of an observation or twilight car. In the *Carbondale Leader* of July 17, 1875, we read:

“The D. & H. C. Co. have placed upon their road running from Fort Ticonderoga and Lake George what is termed an observation or twilight car. The sides are wholly removed as low as the window sills, leaving a clear open space for viewing scenery. Strong curtains are fixed above the opening, so that in case of a storm they can be lowered and fastened. The seats run the entire length of the car, back to back.” (*Carbondale Leader,* July 17, 1875, p. 3)

In 1877, new Gravity passenger coaches, with seats to run across the car instead of lengthwise, were built in Carbondale and placed in service in October of that year. In the *Carbondale Advance* of September 22, 1877, we read:

"New passenger coaches are being built here for the Gravity Railroad, and will be placed upon the road by the first of October. They are now receiving the finishing touches at the hands of the painters. They will be a decided improvement in one respect, as least, over the cars now in use, and that is the seats are to run across the car instead of lengthwise. The addition of these coaches will make the road first-class and still more attractive to the traveling public." *(Carbondale Advance,* September 22, 1877, p. 3)

On Tuesday, October 2, 1877, these two new passenger cars, constructed of the best and most durable materials, with a view to strength in the case of accident; made their first appearance at Honesdale on Tuesday afternoon, October 2:

"The new cars for the Gravity Railroad made their first appearance in town on Tuesday afternoon. The passenger cars, two in number, are constructed of the best and most durable materials, with a view to strength in the case of accident; neatly painted and lettered; seats nicely cushioned; supplied with racks for parcels, ventilators, water-coolers and comfortable stoves for heating purposes. They are 27 feet in length and seven and a half wide, and will seat 21 persons. The seats are arranged crosswise instead of lengthwise, as in the old cars. Upon one side of the passage way are seats holding 2 persons, while upon the other side are single seats. The cars weigh between 5 and 6 tons." *(Honesdale Citizen*, October 4, 1877)

The passenger coach and three baggage cars that were made in 1877 are described in detail in the D&H 1927 *Inspection of Lines* book, as follows:

Passenger, Freight and Work Equipment on the Delaware and Hudson, The Delaware and Hudson Company BOARD OF MANAGERS INSPECTION OF LINES, June 2, June 5, 1927, p. 26:

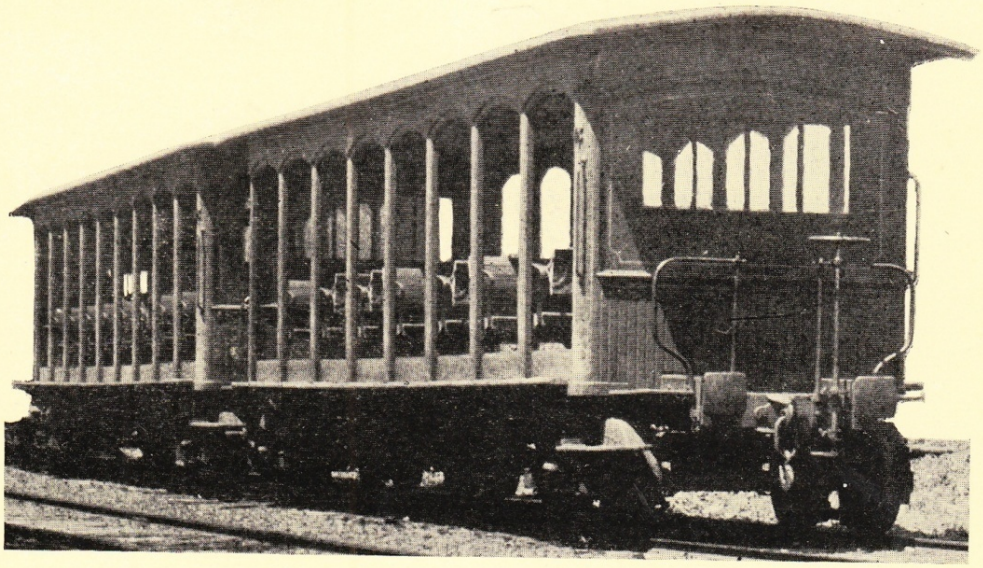
In 1877, one coach and three baggage cars were built at Carbondale shops for passenger travel on the Gravity road. Transcript of the records of these cars follows:

Kind	Date Built	Length Over All	Height Inside	Dist. Between Centers of Trucks	Wheels Kind	Wheels Diameter	Journals	Seating Capacity	Interior Finish	Size of Window Glass
3 Coach	1877	28'	6'7"	20'	Cast	24"	2⅛"x4¼"	22	Birch and Oak	17x24
1 Bagg.	1877	28'	6'7"	20'	Cast	24"	2⅛"x4¼"	—	Painted	17x23
2 Bagg.	1877	28'	6'7"	20'	Cast	24"	2⅛"x4¼"	—	Painted	17x24
4 Bagg.	1877	28'	6'7"	20'	Cast	24"	2⅛"x4¼"	—	Birch and Oak	17x24

Deluxe D&H passenger cars

The use of elaborate designs and trimmings in passenger car construction, as in the early days, continued. The use of choice woods such as mahogany, cherry, birch, etc., with highly polished paneling, and marquetry work, in elaborate design, was much favored. Goldleaf, color schemes, decorative and intricate carvings were very much in evidence.

In May 1879, two additional summer coaches were made in the Carbondale D&H shops under the direction of D&H Master Car Builder, Thomas Orchard. A photograph of those two cars, as well as a description of the first road trip in them, on May 31, 1879, are given in *Passenger, Freight and Work Equipment on the Delaware and Hudson The Delaware and Hudson Company BOARD OF MANAGERS INSPECTION OF LINES : :* June 2, June 5, 1927, p. 28:



Summer Cars on the Gravity Road

Two summer cars were built by the Company at Carbondale in May, 1879, under the supervision of Thomas Orchard, Master Car Builder of the Pennsylvania Division. The record shows: length of body, twenty-four feet; length over all, twenty-eight feet; seating capacity, twenty-eight; wheels, cast iron, twenty-four inches in diameter. In an issue of The Railway Age dated June 12, 1879, we read, "R. Manville, Superintendent of the Pennsylvania Division, Delaware and Hudson Canal Company's road, and his wife and daughter, accompanied by Sheldon Norton, Civil Engineer, and his wife William McMullen, General Foreman of the Gravity road, and wife, and some sixty persons comprising the influential citizens of Carbondale, enjoyed the first trip over the Delaware and Hudson Canal Company's Gravity road in the elegant open coaches fresh from the shop on Saturday afternoon, May 31. The ride was enjoyed by every one in the party. As they landed at the home station many expressions of delight went up, and Superintendent Manville received hearty thanks."

In 1879, the D&H passenger coaches were winterized:

"The passenger coaches on the gravity road are in shape to keep passengers comfortable during the coldest day of winter." (*Carbondale Advance,* October 25, 1879, p. 3)

In the early summer, 1880, the open passenger coaches were again put on Gravity line from Carbondale to Honesdale:

"The open coaches were again put on the Gravity road last week. Passengers are delighted with them, and pronounce it a charming ride from Carbondale to Honesdale or *vice versa;* just sixteen miles." (*Carbondale Advance*, May 15, 1880, p. 3)

From a notice that we see in the August 13, 1881 issue of the *Carbondale Advance*, we learn that thirty passenger coaches were needed to convey the Odd Fellows to Honesdale over the Gravity Railroad:

"Thirty passenger cars were needed to convey the Odd Fellows to Honesdale over the Gravity, on Thursday. It was the grandest affair of the season." (*Carbondale Advance,* August 13, 1881, p. 3)

On Wednesday, August 17, 1881, fourteen Gravity passenger coaches were needed to transport the Methodist Episcopal Sunday School, to Farview Park, in all probability, it being the largest Sunday School excursion of the season:

"It took fourteen cars to transport the M. E. Sunday School and friends on Wednesday. We think this was the largest for the season in the Sunday School line, being only surpassed by the Odd fellows." (*Carbondale Advance,* August 20, 1881, p. 3)

In May 1882, the new open air Gravity passenger cars were undergoing a thorough inspection and, as soon as weather permitted, were put upon the Gravity line:

"The new open cars for the gravity road are undergoing a thorough inspection and will be put upon the road as soon as the weather changes." (*Carbondale Advance,* May 13, 1882, p. 3)

The new baggage car that came out on Saturday, February 23, 1884, on Conductor Rossi's train, was one of the handsomest cars in this part of the country:

"Conductor Rosser's train came out last Saturday with a new baggage car. It is one of the handsomest cars in this part of the country." *(Carbondale Leader,* February 29, 1884, p. 2)

The *Carbondale Leader* noted in its issue of April 3, 1885, that April 5, 1885 would be the eighth anniversary of the inauguration of passenger service on the Gravity Railroad, on April 5, 1877:

“Next Sunday, April 5th, the gravity passenger trains will have been running eight years, and each year the route is becoming more popular.” *(Carbondale Leader,* April 3, 1885, p. 1).

In April 1885, the summer cars were again attached to the Gravity passenger trains:

“The summer cars have been attached to the gravity passenger trains.” *(Carbondale Leader,* April 24, 1885, p. 1)

In April 1886, eight new excursion passenger coaches, for used during the 1886 season, were under construction in the D&H Gravity shops in Carbondale:

"Eight new excursion cars are being built at the Del. & Hud. company's shops in this city for use on the Gravity during the coming excursion season." (*The Journal,* April 22, 1886, p. 3)

From an article that was published in the February 3, 1887 issue of *The Journa*l, we learn that two elegant new passenger coaches were recently finished and placed in service on the Gravity Railroad:

"Two elegant new passenger coaches have just been finished at the D. & H. car shop in this city, and placed on the Gravity road." (*The Journal,* February 3, 1887, p. 3)

During the winter of 1887/1888, six new excursion cars were constructed in the D&H shops in Carbondale, for use during the 1888 summer season:

"Six excursion cars are to be constructed in the D. & H. shops here the coming winter, for use of the Gravity road next season." (*The Journal*, September 29, 1887, p. 3)

From an article in the February 9, 1888 issue of *The Journal,* we learn that the stoves in railroad passenger cars, during the “recent spell o’weather,” not only provided heat for snowbound passengers but also served as cook stoves:

"The car stove has scored a point in its favor by doing good work for passengers in trains blockaded by snow during the recent spell o'weather. It heated the cars, boiled coffee and eggs and otherwise conducted itself in a commendable and benevolent manner.--*Ex." (The Journal,* February 9, 1888, p. 3)

From *Passenger, Freight and Work Equipment on the Delaware and Hudson* , (1927), pp. 31-32, we learn a great deal of detailed information about the six Gravity passenger coaches and two baggage cars that were built in the D&H shops in Carbondale in the period 1880-1890:

"During this period [1880-1890] The Delaware and Hudson Canal Company built at the Carbondale shop, six coaches and two baggage cars for the Gravity road. These cars were of substantial wood construction. The inside finish was of natural wood, with canvas head-linings painted and decorated. The exterior was painted red with gold striping and lettering. Over each journal box a rubber cushion was inserted to absorb shock. Detailed records of the cars follows:

Kind	Date Built	Length Over All	Height Inside	Dist. Between Centers of Trucks	Wheels Kind	Wheels Diameter	Journals	Seating Capacity	Interior Finish	Size of Window Glass
9 Coach	1882	29′3″	6′9″	21′3″	Cast	24″	2⅛″x4¼″	20	Ash	20x27
10 Coach	1882	29′2″	6′9″	21′3″	Cast	24″	2⅛″x4¼″	20	Ash	20x27
12 Coach	1887	29′4″	6′10″	21′3″	Cast	24″	2⅛″x4¼″	19	Cherry	20x28
13 Coach	1887	29′4″	6′10″	21′3″	Cast	24″	2⅛″x4¼″	19	Cherry	20x28
21 Coach	1888	29′4″	6′10″	21′3″	Cast	24″	2⅛″x4¼″	19	Oak	24x30
28 Coach	1888	29′4″	6′10″	21′3″	Cast	24″	2⅛″x4¼″	19	Oak	24x30
11 Bagg.	1884	29′2″	6′10″	21′3″	Cast	24″	2⅛″x4¼″	—	Cherry	20x27
26 Bagg.	1888	29′3″	6′10″	21′3″	Cast	24″	2⅛″x4¼″	—	Cherry	20x28

(page 32)

Shown below is E. Hubbard's Gravity Train nearing Main Street Station on February 8, 1898. In this photo, in the holdings of the Carbondale D&H Transportation Museum, we see two Gravity passenger coaches.



E. Hubbard's Gravity Train nearing Main Street Station on February 8, 1898

In "Splendor and Gloom: The Decoration of Victorian Railroad Cars" by John H. White (*Nineteenth Century*, Vol. III, No. 1, Spring 1977, pp. 38-47) ,we read: "Varnished wooden interiors remained in high fashion until the advent of steel cars, but within that forty-year period, roughly 1865 to 1905, at least one major change occurred. In the early 1800s the fancy veneers, with their thin mouldings painted in black, cream, and gilt gave way to solid mahogany and oak paneling. No contrasting mouldings were used."(p. 42)

These panels, which celebrated the beauty of the natural wood, also elevated the tone of the coach interiors which, it follows, made travel by rail an appealing, attractive, and up-scale option for travelers.

Speaking of the interior decorations in Victorian rail cars, White says the following (p. 38): “The nineteenth-century passenger car was the traveler’s home. If neat and attractive, the pleasant surroundings of the interior apartment could do much to ameliorate the tedium of the journey; and early on, passengers came to expect more than a weather-proof box with adequate lighting and heating. The interior must also reflect high-class taste. Car builders responded to this desire often with an exuberance . . .”

In August 1886, the D&H acquired four new passenger coaches, most probably standard-gauge coaches, from Albany for use on the Pennsylvania Division. In addition, two elegant coaches, “one of which surpasses in elegance of workmanship anything now on the road and rivalling many parlor cars,” were then being built in the D&H shops in Carbondale. In this elegant new car, which might have been a standard-gauge car, polished naïve woods, including curly maple, were used, and were set off by fine wood carving executed by a Dane employed in the D&H car shops. In the *Carbondale Leader* of August 24, 1886, we read:

“Elegant Cars for the D. & H. C. Co. / The D. & H. C. Company received four new passenger coaches from Albany Saturday for use on this division. Two others are now being built in the shop in this city, one of which surpasses in elegance of workmanship anything now on the road and rivalling many parlor cars. The interior is finished in highly polished native woods, principally curly maple, which are set off by some fine wood carving executed by a Dane employed in the shop. The coach was designed by Master Car Builder Orchard.” *(Carbondale Leader*, August 24, 1886, p. 4)

Gravity Railroad Cars at Crystal Lake:

There are several Gravity Railroad passenger cars at Crystal Lake that have been grouped together and made into a summer cottage, formerly owned by Russell (?) Rehkop, and now owned by Elmer Zella (222-3317), who, with his wife, was having lunch in one of those Chinese buffet places on Route 6 on the afternoon of February 10, 2009, and who recognized the author and introduced himself to the author when he sat down at the next table. Very urbane couple. He is a retired dentist from Alexandria, VA. It would be interesting to see the inside of this summer cottage.

A copy of the newspaper clipping given below from the *Scranton Tribune* was given to the author by Diane Kurlansky, Carbondale:

GEORGE MOON'S ENTERPRISE.

Has Purchased Several Old Passenger Cars for Novel Use.

George Moon has purchased from the Delaware & Hudson company five abandoned passenger cars formerly used on the gravity.

Mr. Moon contemplates removing them to Crystal Lake where he intends to fit them up for the accommodation of summer boarders. John Booth who has the contract for removing them has already conveyed two of them to their destination.

This is a novel use for these cars and there is little doubt of the success of the plan as the demand for accommodations at Crystal Lake has grown each year, last year being the one of greatest popularity at this delightful resort.

Scranton Tribune, February 4, 1902, p. 2; article provided by Diane Kurlansky

1608

Special Passengers Traveling via the Gravity Railroad (into, out of, through Carbondale)

On October 21, 1868, the officers and several of the leading stockholders of the Delaware and Hudson Canal Company rode the Gravity Railroad from Carbondale to Honesdale. In the *Carbondale Advance* of October 24, 1868, we read:

"Official Visit. / The Officers and several leading Stock holders of the Delaware & Hudson Canal Co. made our town a brief visit on Wednesday. After a brief sojourn they passed over the line of their road to Honesdale. / Among the party were the following distinguished names: Geo. T. Olyphant, Thos. Dickson, Thomas Cornell, R. Manville, Wm. Worthington, Mr. Olmsted, Mr. Hoppin, Mr. Morris, A. A. Low, James Low, John Jacob Astor, O. D. R. Grant, Dr. Dunn, M. K. Jessup, E. W. Weston, Mr. Dimphel." *(Carbondale Advance,* October 24, 1868, p. 3)

On January 28, 1874 Superintendent Manville provided a special car on the Gravity Railroad from Carbondale for those who wished to attend the Musical Convention in Honesdale. The number who took advantage of this special offer was not large:

"Superintendent Manville furnished a special car on Wednesday for those that wished to attend the Musical Convention at Honesdale, but the number that went from this side of the mountain was not large. The attendance from Wayne Co. is reported to be good." (*Carbondale Advance,* January 31, 1874, p. 3)

The D&H provided a special Gravity train on Monday morning, August 17, 1874, to transport from Honesdale to Carbondale for burial the body of Mrs. Pierce Butler. Over 200 Carbondale residents, who went to Honesdale for the funeral of Mrs. Butler, the wife of D&H Master Machinist, Pierce Butler, accompanied the body to Carbondale for burial.

"The funeral services over the remains of Mrs. Pierce Butler, of Carbondale, who died at Ocean Grove, N. J., on Friday last, were held at the residence of Mr. S. B. Haley, of this borough [Honesdale], on Monday morning, after which the body was taken to Carbondale for interment, accompanied by over two hundred residents of that city [Carbondale], who came over in a special train provided for the purpose by the Del. & Hud. C. Co. Mr. Butler is Master Machinist at Carbondale.--*Honesdale Citizen." (Carbondale Advance,* August 22, 1874, p. 3")

D&H president Thomas Dickson and his wife, accompanied by G. Valentine and his wife and daughter, and Mrs. H. M. Boies of Scranton passed over the Gravity Railroad from Carbondale to Honesdale on Saturday, October 13, 1877. In the *Carbondale Advance* of October 20, 1877, we read:

"President Dickson and wife, accompanied by G. Valentine, wife and daughter, and Mrs. H. M. Boies of Scranton, passed over the gravity road to Honesdale last Saturday." *(Carbondale Advance,* October 20, 1877, p. 3)

On May 24, 1879, Miss Susan E. Dickenson, accompanied by Miss Nellie A Gibbons, passed over the Gravity road. They traveled from Honesdale to Archbald in a special car provided by the D&H:

"Miss Susan E. Dickenson, the brilliant writer, accompanied by Miss Nellie A Gibbons, of Pittston, correspondent of the *Record of the Times,* passed over the Gravity road on Saturday last. They were taken from Honesdale to Archbald in a special car, and no doubt enjoyed the ride." (*Carbondale Advance*, May 31, 1879, p. 3)

Superintendent R. Manville and forty of his guests rode over the Gravity Railroad from Carbondale to Honesdale on Thursday, August 25, 1881. In the *Carbondale Advance* of August 27, 1881, we read:

"A very pleasant party, on invitation of R. Manville, Esq. took a ride over the Gravity Railroad to Honesdale on Thursday afternoon. About forty participated, some of whom were strangers in town and to the route, and enjoyed the mountain scenery immensely." (*Carbondale Advance*, August 27, 1881, p. 3)

In late August or early September 1883, D&H President Thomas Dickson and Superintendent R. Manville, together with William Bliss, President of the Boston and Albany Railroad, and the Board of Directors of the Boston and Albany Railroad rode the Gravity Railroad from Carbondale to Honesdale.

"Last Thursday morning a party of railway officials, comprising Thos. Dickson, president, and R. Manville, superintendent of the Del. & Hud. Railroad, and Wm. Bliss, president of the Boston and Albany railroad, accompanied by his board of directors, George C. Crocker, of New Bedford; John Cummings, Moses Kimball and W. H. Barnes of Boston; Henry Colt, of Pittsfield; E. L. Davis, of Worcester; Lucius Moore, of Hudson, and J. A Ravine, of Springfield, made Honesdale a visit, coming over on the Gravity.—*Citizen." (Carbondale Advance*, September 8, 1883, p. 3)

1609

Named Gravity Cars

The named Gravity cars were the deluxe passenger coaches on the line. Among them were *Comet, Eclipse, Monitor, Moosic, Officers' Car No. 80, Passaic,* and *Wayne.*

The text given below about the D&H Car Shops and about the cars built therein and about the Gravity Railroad is from an undated newspaper clipping from the late nineteenth century in one of the Gritman scrapbooks in the holdings of the Carbondale Historical Society:

"For the Gravity this shop has built 4 Officer's cars, "Monitor," "Moosic," "Passaic" and "Coach 80"; 9 Passenger cars; 5 Baggage cars, 32 Summer cars and 106 Box and Flat cars. The amount of lumber used annually is about 1,250,000 feet. / The cars built at this shop are as fine as those built anywhere in the United States with exception of palace cars. The inside work is all in native wood and is something of which any city might be proud. / On the Gravity road the employes who reside in this city number 244 and the annual wages paid amounted to nearly $110,000. In the Gravity shops 200 men are employed and the annual wages paid are about $80,000." (Gritman scrapbook article)

1610

Comet

Very little is known about the *Comet,* and we have never seen a photograph of the car.

In November 1883, the *Comet* was in the D&H shop for repairs. On November 19, the Comet was taken to the middle branch for a trial trip and in the foot of Plane No. 28 it received a bump, which sent it back to the shops, but it went over the Gravity line to Honesdale on November 21. In the article in the *Carbondale Leader* of November 23, 1883 about the ill-fated outing of the *Come*t on November 19, the car is described as "a perfect beauty." Here is that article:

"The gravity passenger coach 'Comet,' which had been receiving repairs in the shop, was taken to the middle branch last Monday for a trial trip and in the foot of 28 it received a bump that sent it back to the shop again, but it went over the road to Honesdale on Wednesday. It is a perfect beauty." *(Carbondale Leader,* November 23, 1883, p. 3)

<u>The "middle branch"?</u>

The "middle branch" of the Gravity Railroad was the section of the Gravity line between Archbald and Carbondale. That we know from a notice in the February 3, 1882 issue (p. 2) of the *Carbondale Leader,* as follows:

‘DOWN THE VALLEY. / ARCHBALD. Now is the winter we have been looking for so long in vain upon us, and the runners on the gravity got the full benefit of it Tuesday afternoon and night. Some of them got stuck at the ‘middle branch’ [emphasis added] and wallowed home through two feet snow about midnight. The cars were started about noon Wednesday.”

In addition to the newspaper notice, given above, about the ill-fated trial run of the newly-repaired *Comet* on November 19, 1883, and the ill-fated trip back to Carbondale from Archbald by runners on the Gravity Railroad, as reported in the February 3, 1882 issue of the *Carbondale Leader*, the only other reference in print that we have ever seen to the “middle branch” is in the notice in the June 29, 1878 issue of the *Carbondale Advance* about the accident in which Thomas Cook was killed. Here is that notice:

“A fatal accident occurred on the Gravity Road, near the middle branch [emphasis added] on Friday afternoon last, to young Thomas Cook, employed in the Erie Mines. Having completed his day's work, he went up to the branch to catch a ride home on the coal cars on the Gravity road. In attempting to get upon the train his foot slipped, and he fell upon the track. The cars passed over him, severing one leg, and breaking the other in three or four places, and also his back. He died soon after he was conveyed home. His friends and neighbors were wild with excitement over the sad and unexpected tragedy. The funeral was very largely attended on Sunday. He was about twenty years of age." (*Carbondale Advance*, June 29, 1878, p. 3)

Nowhere in the extant records of the D&H is the location of the “middle branch” of the Gravity Railroad identified. Without (1) the “winter storm” report, given above, that was published in the February 3, 1882 issue of the *Carbondale Leader,* and (2) the report on the accident in which Thomas Cook was killed, published in the June 29, 1878 issue of the *Carbondale Advance,* the meaning of that reference would not be known to us.

1611

Eclipse

The *Eclipse* was built in the D&H Car Shops in Carbondale in December 1882. Here is a photograph of *Eclipse* (Car No. 9) that is in collection of Carbondale Historical Society. The man on the steps is John E. Blocksidge, D&H Foreman Painter. This car is now in the Wayne County Historical Society Museum, Honesdale:



D&H Passenger Coach No. 9, Eclipse. D&H Foreman Painter, John E. Blocksidge is shown here standing on the steps of the car.

In 1925, the Eclipse was completely restored, as seen above, and put on display in Carbondale outside the D&H Car Shops on North Main Street. About this restoration project, we read the following in *Passenger, Freight and Work Equipment on the Delaware and Hudson, The Delaware and Hudson Company BOARD OF MANAGERS INSPECTION OF LINES, June 2, June 5, 1927,* p. 32:

The man on the steps is John E. Blocksidge, D&H Foreman Painter



Gravity Coach No. 9, the "Eclipse"

The "Eclipse" was built in December, 1882, and is representative of the improved type of coaches constructed at the Carbondale Shops for passenger travel on the Gravity road. After the abandonment of the road, this car, together with other equipment, passed out of service and was sold. In 1924, the car stripped of its trucks, all metal parts and interior fixtures, was recovered from a contractor in Carbondale, who had been using it as an office. An intensive search for material, standard to car, was begun. The entire road from Carbondale to Honesdale was traversed and it was not until much digging had been done that suitable parts were found. In 1925 the car was fully restored to its original condition and now stands at Carbondale, near the entrance of the car shops, as an historical relic of the "Gravity".

The *Eclipse* is now on display in a gallery at the Wayne County Historical Society, Honesdale.

The D&H employees who carried out the restoration of *Eclips*e are named on page 33 of *Passenger, Freight and Work Equipment on the Delaware and Hudson, The Delaware and Hudson Company BOARD OF MANAGERS INSPECTION OF LINES, June 2, June 5, 1927*, as follows:

The search for standard parts, as well as the work of restoration, was without cost to our Company. Employes who assisted after shop hours and on Sundays and holidays, in this restoration, were:

Allegretti, Jerome	Asst. Foreman, Car Dept.
Amos, Arthur B.	Piece Work Inspector
*Blocksidge, John E.	Foreman Painter
Baker, Leo	Car Repairer
Cundy, Fred	Mill Foreman
Clark, Frank	Foreman Pass. Equipt.
Davis, Daniel	Foreman Air Brakes
Dywonczyk, Michael O.	Piece Work Inspector
Dierks, Carl	General Foreman
Emmett, Arthur	Asst. Foreman
Foot, Fred	Asst. Foreman
Hackenburg, Cloyd	Foreman Wheel Shop
Howard, John W.	Chief Jt. Inspector
Hurley, J. J.	Foreman Upholsterers
Hewell, J. E.	Foreman Painters
McLain, L. J.	Divn. P. W. Inspector
Male, Sheffield	Air Brake Insp. & Repr.
Richardson, Otto D.	Asst. Foreman
Robinson, Floyd S.	Foreman Car Reprs.
Robinson, Raymond	Piece Work Inspector
Schuster, Raymond C.	Foreman Car Dept.
Shipe, Horatio T.	Coach Foreman
Simrell, Harold	Air Brake Insp. & Repr.
Sessions, Wm.	Foreman Pass. Equipt.
Snyder, Walter	Foreman Cabinet Shop
Blocksidge, Maurice	Foreman Painter, M. P. Dept.
Copeland, John	Pensioned—Gen. Yd. Master, Trans. Dept.
Dimock, William	Pensioned—Trainman

* The man on the steps.

In the archives of the Wayne County Historical Society, there is an undated newspaper clipping titled “Eclipse Coach.” Here is the text on that clipping:

“At the Park Street Museum can be seen the original Gravity Railroad passenger coach ‘Eclipse’ built in the Carbondale shops of the Delaware & Hudson Canal Co., in 1882. Re-built in 1926 [no, it was 1925; see page 48], it is 29 feet 3 inches long—wheels 24 inches in diameter and comfortably seats 20 passengers. /The interior is finished in hand carved ash and hand painted ornamental ceiling. Red plush upholstery and gilt hardware adorne the reversible seats which are arranged double on one side of the aisle and single on the other side. The outside is painted Tuscan red and the numeral indicates it is Number 9 on the equipment register. The conventional type hand brake with wheel and ratchet controlled its speed. / The heavy hook-on chain is there ready to be connected to the wire cable for its journey up the plane. Each window is equipped with a Venetian type wood shutter to control the sunlight which must have kept the passenger busy while traveling from curve to curve. / Provision for kerosene lighting, coal stove heating and a rest room [see note below] are still in evidence. During the summer season, open cars were used much to the delight of the passengers. / A time table advertisement on the front page of *The Wayne Independent*, issued August 29, 1889, indicated six Delaware & Hudson Gravity passenger trains leaving for Carbondale viz: 6:50, 9:30, 11:20 A.M. and 1:20, 3:30, and 5:30 P.M. The run required one hour and twenty-five minutes. Mr. R. Manville was the Superintendent.—H.G.S.”

Rest Room Note: Gravity passenger cars did not have rest rooms in them. The author of this article, H. G. S., is mistaking the conductor’s compartment for a rest room.

The *Eclipse* and the other named passenger cars on the Gravity Railroad each had a ceiling head-cloth: a canvas elaborately decorated with pictures and scroll. The walls of these passenger cars were embellished with panels that were intricately carved with geometric patterns and then varnished.

1612

Monitor

No photograph is known to exist of the *Monitor.*

To christen the recently-completed Valley Road from Carbondale to Scranton, in June 1871, D&H president Thomas Dickson, Superintendent R. Manville, under whose direction the Valley Road was constructed, and S. A. McMullen, his assistant, made a trip of inspection over the new road in the Gravity passenger car, *Monitor,* drawn by the Gravity-gauge steam locomotive, *C. P. Wurts.* In the *1890s summary,* we read:

"In June, 1871, President Thomas Dickson, Superintendent R. Manville, who constructed the valley road from Carbondale to Valley Junction, and S. A. McMullen, his assistant, made a trip of inspection over the road from Scranton to Carbondale. They used the Gravity passenger car "Monitor," drawn by engine "C. P. Wurts," I. J. Wint engineer, who began firing on the "Major Sykes" in 1866, and who was promoted to engineer of the "Wurts" in 1868. The car was in charge of John Copeland, Gravity passenger brakeman, now the D. & H. yardmaster in Carbondale yard. This was the first movement of a passenger car over the locomotive road between Scranton and Carbondale." *(1890s Summary)*

Shortly after passenger service was inaugurated on the Gravity Railroad between Carbondale and Honesdale, on April 5, 1877, regular runs thereon of the *Moosic* and the *Monitor* took place. In the *Honesdale Citizen* of April 26, 1877, we read:

"The *Moosic* and the *Monitor* with tenders are now making the regular runs of the Del & Hud's new passenger route between Honesdale and Carbondale*." (Honesdale Citizen,* April 26, 1877)

1613

Moosic

Referred to as the *Directors' Car*, also the *Palace Car*; it was also a D&H Pay Car.

We read the following about the *Passaic* and the *Moosic* in *Passenger, Freight and Work Equipment on the Delaware and Hudson* (1927, p. 20):

"The 'Passaic' was built at Carbondale in 1868. The seats ran along the side and, as will be observed, were arranged in the open ends as well as in the enclosed sections and provided seating accommodations for about twenty persons. Another car, the 'Moosic,' though somewhat larger, was built along similar lines. The cars were specially constructed for paying employes on the Gravity. The 'Passaic' operated between Waymart and Honesdale and the 'Moosic' from the foot of 'G,' Olyphant to Waymart. Occasionally the cars were used for inspection trips and in passenger service."

The *Passaic* and the *Moosic* were the Gravity pay cars. From *Passenger, Freight and Work Equipment on the Delaware and Hudson* (1927, p. 20) we learn the following facts about those two cars:

- The "Passaic" was built at Carbondale in 1868. The seats ran along the side and were arranged in the open ends as well as in the enclosed sections and provided seating accommodations for about twenty persons.

- The "Moosic" was similar to the "Passaic" although somewhat larger.

- The "Moosic" and the "Passaic:" were both built for paying employees on the Gravity Railroad.

- The "Passaic" operated between Waymart and Honesdale.

- The "Moosic" operated from the foot of 'G' in Olyphant to Waymart.

- Both the "Moosic" and the "Passaic" were occasionally used for inspection trips and in passenger service."

The pay cars were very unpopular with D&H employees. In the *Carbondale Advance* of February 20, 1869, we read:

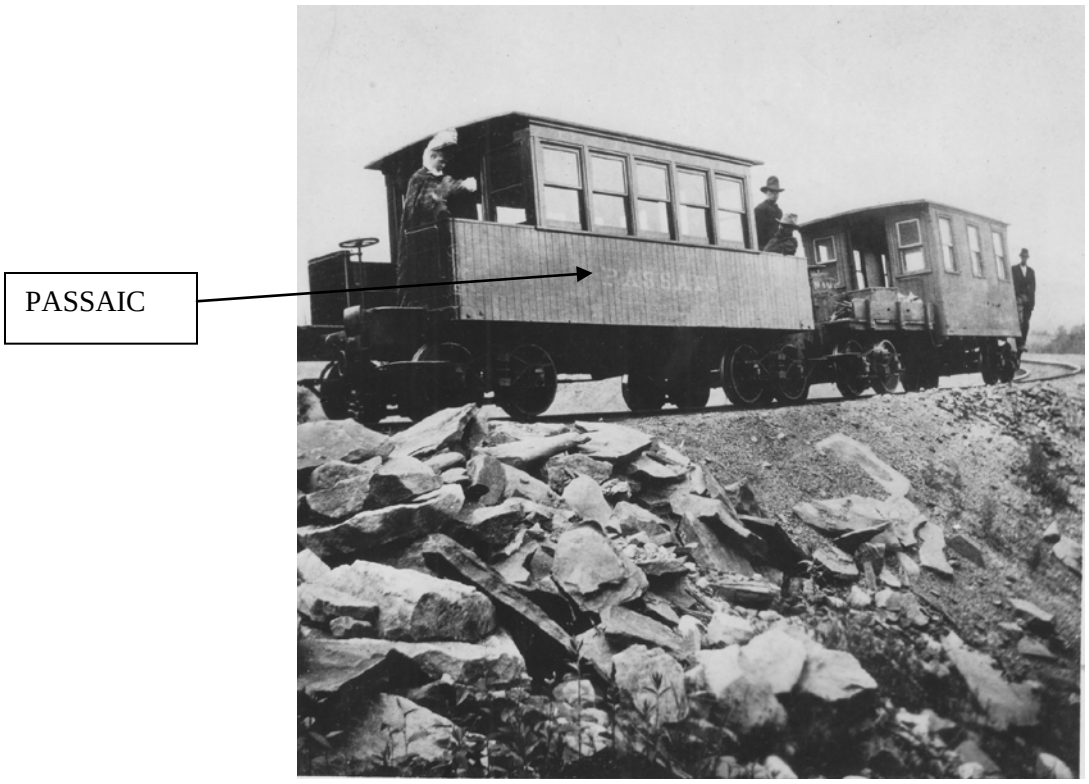
"The Unpopular Pay Car. / The new manner of paying the employees of the D. & H. C. Co., is very unpopular here, and we probably also ought to add the *time* of paying. There is an immense amount of *grumbling." (Carbondale Advance*, Saturday, February 20, 1869, p. 3)

We have not yet learned why, from the point of view of D&H employees, these pay cars were so unpopular.

In mid-December 1877, via the pay car, the miners in Carbondale received their pay for November.

“The Pay Car was here on Thursday, and our miners received their pay for the coal put out in November. Although the amount received was small compared with that in the good times years agone, it is much larger than that of most pays during the past year.” *(Carbondale Advance*, December 15, 1877, p. 3)

Here is a photograph of the *Passaic*, having descended Level 20 through Shepherd's Crook, and here heading towards White's Crossing. The print of this photograph shown here is in the Alan G. Dustin Collection of the Carbondale D&H Transportation Museum.



Passaic, having descended Level 20 through Shepherd's Crook, and here heading towards White's Crossing.

The "Passaic" also operated on the Gravity Railroad in Archbald, as we can see in the Hensel photograph given below.

Hensel stereocard No. 1137: *View of Archibald [sic] and Coal Breaker, seen from Railroad* (shown in the left foreground is the Passaic in Archbald). One-half of the stereocard, in the collection of the Carbondale Historical Society. In this view, the pay car *Passaic* and a group of men are in the left foreground. On the right, in the distance, is (as shown on the 1873 D. G. Beers map of Archbald) the Eaton & Co. Breaker. The church of Saint Thomas Aquinas is in the distance, center. This view was shot by Hensel on the loaded track on Level 25, in Archbald, between the head of No. 25 (between Archbald and Peckville) and the foot of 26 (in Frogtown, Archbald).



The *Passaic* on the loaded track on Level 25, in Archbald.

On October 27, 1873, D&H President Thomas Dickson and Mr. Moulton, General Sales Agent in New York, and a party of distinguished ladies and gentlemen from Carbondale, rode in the *Moosic* from Carbondale to Honesdale. In the *Carbondale Advance* of November 1, 1873, we read:

"Excursion Party. / A pleasant Excursion party composed of President Dickson of the D. & H. C. Co., Mr. Moulton General Sales Agent in N. Y., and Messrs Manville, Van Bergen, Stott and Watt and their wives went over the mountain in the "Moosic" on Monday." (*Carbondale Advance,* November 1, 1873, p. 3)

On Saturday, September 4, 1875, the D&H Palace car “Moosic” made the trip from Carbondale to Honesdale in one hour.

“The Del. & Hud. Palace car "Moosic" made the trip from Carbondale to Honesdale on Saturday afternoon in the remarkably good time of one hour." *(Honesdale Citizen*, September 9, 1875)

In mid-September, 1876, G. L. Dickson, president of the Dickson Manufacturing Company, hosted a visit to the Lackawanna Valley by a delegation of visitors from Brazil. They, together with a distinguished party of D&H officials, J. Erigena Barrett of the Republican, and the Honorable J. B. Van Bergen of Carbondale took the *Moosic* to Waymart on September 12, and returned to Carbondale via Shepherd’s Crook (where they made a short stop). In the *Carbondale Advance* of September 16, 1876, we read:

“Brazilian Visitors. / G. L. Dickson, Esq., of Scranton [president of Dickson Manufacturing Company], has this week entertained a delegation of Brazilian visitors to our valley. After showing them the wonderful coal and iron operations in and about that city, they took a trip on Tuesday, over the D. & H. gravity road to our city [Carbondale]. They were accompanied by Mr. Dickson, in charge, W. R. Storrs, James Ruthven, Benjamin Hughes, W. H. Richmond, Walter Dickson, John Raymond, and J. Erigena Barrett of the Republican. The party was joined here [Carbondale] by Hon. J. B. Van Bergen, and in the directors car ‘Moosic,’ proceeded over the mountain to Waymart. They returned by way of ‘Shepherd’s Crook,’ where they made a short stop, and then continued their ride to Scranton, all being greatly pleased with their trip.” *(Carbondale Advance*, September 16, 1876, p. 3)

In April 1877, regular runs of the *Moosic a*nd the *Monitor* were taking place between Honesdale and Carbondale. In the *Honesdale Citizen* of April 26, 1877, we read:

"The *Moosic* and the *Monitor* with tenders are now making the regular runs of the Del & Hud's new passenger route between Honesdale and Carbondale.*" (Honesdale Citizen,* April 26, 1877)

D&H Directors’ and Officers’ Boat: *Dyberry*

The D&H also had a passenger packet boat, named *Dyberry*, that was used by the D&H directors and officers on their occasional trips on the D&H Canal. The boat was built by William Pragnell of Honesdale.

“NEW BOAT.—The Del. & Hud. Canal Company are having a new passenger boat built at the yard of Mr. Wm. Pragnell of this borough, to be used by the Directors on their occasional trips over the line. It is of yacht model, and promises to be a stylish craft*.—Honesdale Herald.” (Carbondale Advance*, March 11, 1865, p. 2)

The *Dyberry,* which was built at a cost of about $6,000, was constructed in Honesdale by Mr. Pragnell. About this boat, we read the following in the *Carbondale Advance* of July 15, 1865:

"A Passenger Packet has been built for the use of Directors and officers between Honesdale and Eddyville, called *Dyberry. /* It was constructed by Mr. Praywell [possibly "Pragnell," see notice above], at Honesdale, and cost about $6,000. It is said to be very nearly fitted up. / The Directors, we learn, will make use of it next week in their annual inspection trip." (*Carbondale Advance,* Saturday, July 15, 1865, p. 2)

There was also a Paymaster's Boat on the D&H Canal. This steam launch, which was named *D. & H.,* is shown in the photograph given below at the rocks below Lock 9 near Lawrenceville. A print of this photograph (which is reproduced on page 211 of *Wakefield,* where it is reproduced courtesy the Delaware & Hudson Canal Historical Society) is in the archives of the Minisink Valley Historical Society.

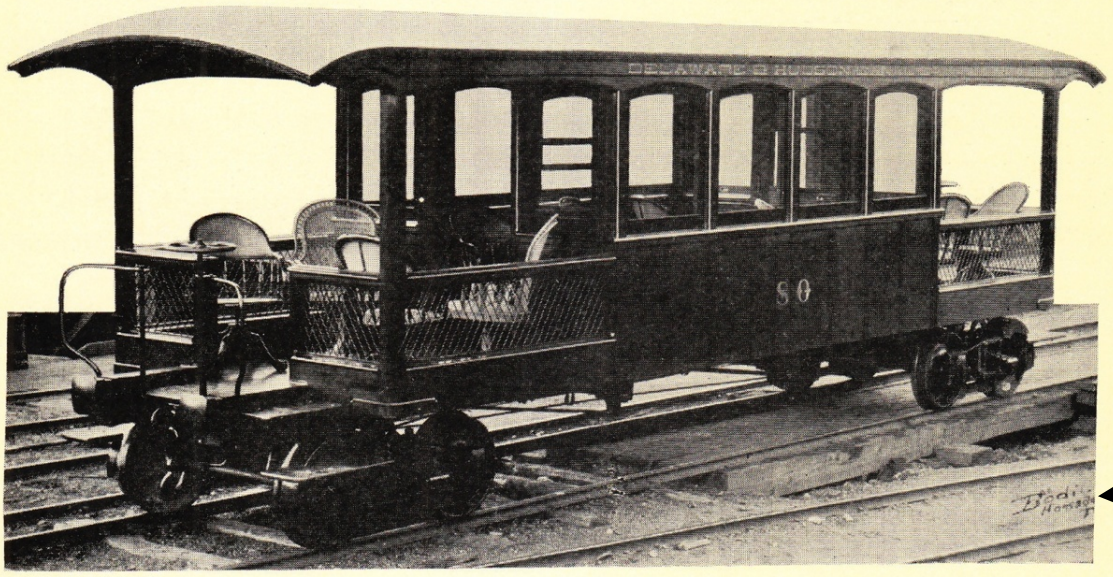


1614

Officers' Car, No. 80

This car was built by in the Delaware and Hudson car shops at Carbondale in 1886 and was used exclusively on the Gravity Railroad as an Officers' car.

The following material on this car is given in *The Delaware and Hudson Company BOARD of MANAGERS INSPECTION of LINES : : June 2, June 5, 1927,* p. 39:



Photograph by "Bodie Honesdale, PA"

Officers' Car No. 80

Car illustrated was built by the Delaware and Hudson Canal Company at Carbondale in 1886, and used exclusively on the Gravity road as an Officers' car.

Mileage on the Gravity Road

PREVIOUS DEVELOPMENT:

Main track	58.5
Sidings	18.7
	77.2

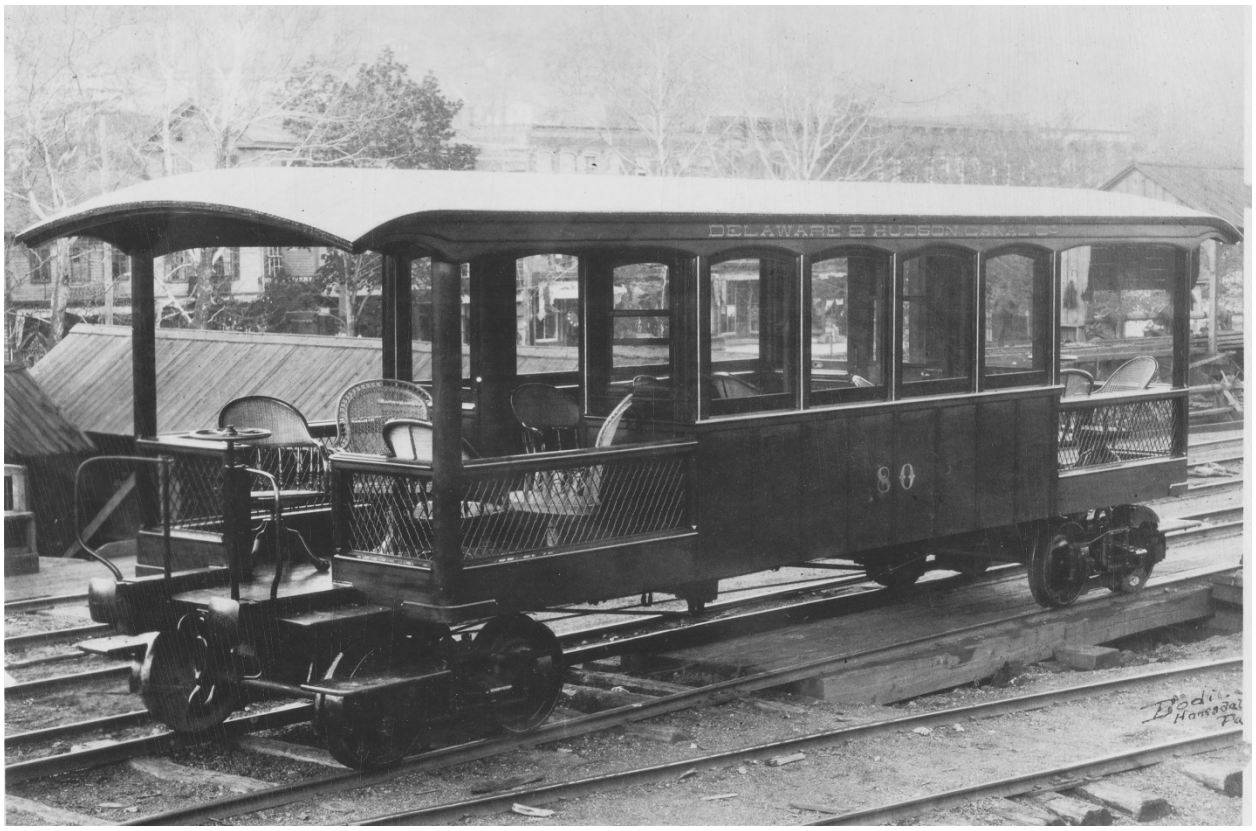
Late in this period the entire Loaded and Light tracks South of Bushwick, together with about four miles of siding, were abandoned.

TRACKS ABANDONED:

Main—Loaded track	8.5
Main—Light track	9.4
Sidings	4.
	21.9

Total gravity mileage—55.3

Here is a copy of the Bodie photograph of *Officers' Car No. 80,* in the collection of the Carbondale Historical Society, that is shown in the material on the preceding page.



Officers' Car No. 80; photograph in the collection of the Carbondale Historical Society. Photograph by "Bodie / Honesdale / Pa." This photograph appears to have been taken at the D&H Canal at Honesdale.

1615

Passaic

We read the following about the *Passaic* and the *Moosic* in *Passenger, Freight and Work Equipment on the Delaware and Hudson* (1927, p. 20):

"The 'Passaic' was built at Carbondale in 1868. The seats ran along the side and, as will be observed, were arranged in the open ends as well as in the enclosed sections and provided seating accommodations for about twenty persons. Another car, the 'Moosic,' though somewhat larger, was built along similar lines. The cars were specially constructed for paying employes on the Gravity. The 'Passaic' operated between Waymart and Honesdale and the 'Moosic' from the foot of 'G,' Olyphant to Waymart. Occasionally the cars were used for inspection trips and in passenger service."

The *Passaic* and the *Moosic* were the Gravity pay cars. From *Passenger, Freight and Work Equipment on the Delaware and Hudson* (1927, p. 20) we learn the following facts about those two cars:

- The "Passaic" was built at Carbondale in 1868. The seats ran along the side and were arranged in the open ends as well as in the enclosed sections and provided seating accommodations for about twenty persons.

- The "Moosic" was similar to the "Passaic" although somewhat larger.

- The "Moosic" and the "Passaic:" were both built for paying employees on the Gravity Railroad.

- The "Passaic" operated between Waymart and Honesdale.

- The "Moosic" operated from the foot of 'G' in Olyphant to Waymart.

- Both the "Moosic" and the "Passaic" were occasionally used for inspection trips and in passenger service."

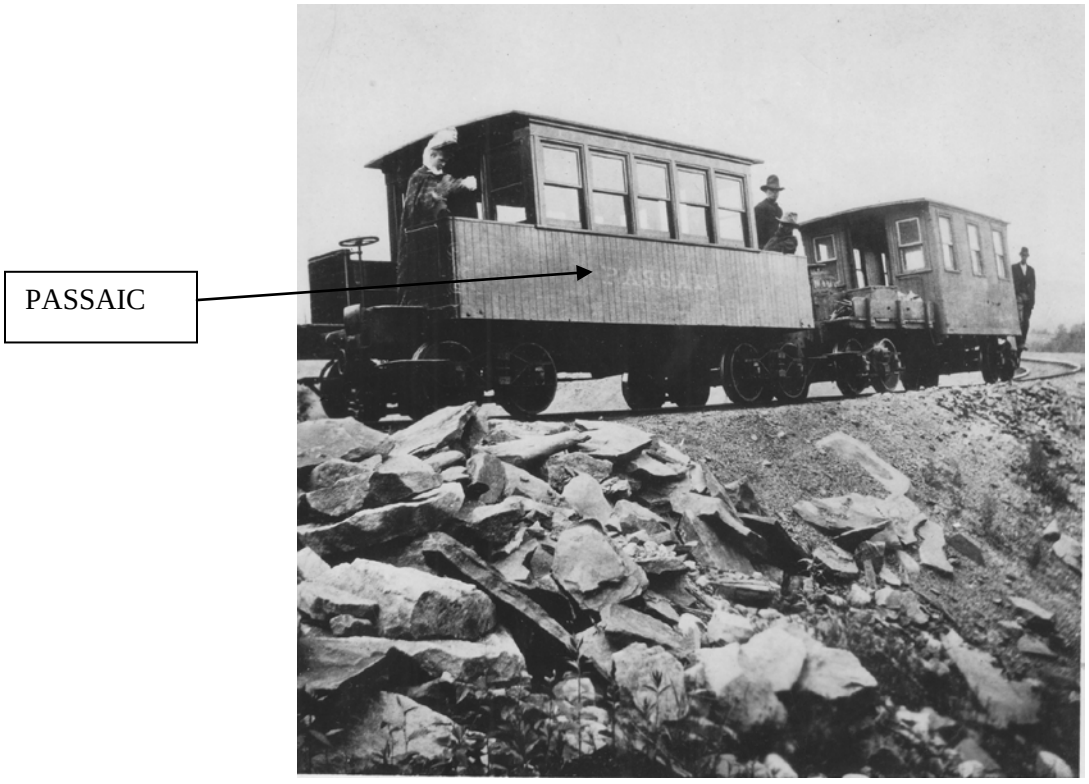
The pay cars were very unpopular with D&H employees. In the *Carbondale Advance* of February 20, 1869, we read:

"The Unpopular Pay Car. / The new manner of paying the employees of the D. & H. C. Co., is very unpopular here, and we probably also ought to add the *time* of paying. There is an immense amount of *grumbling." (Carbondale Advance,* Saturday, February 20, 1869, p. 3)

In mid-December 1877, via the pay car, the miners in Carbondale received their pay for November.

“The Pay Car was here on Thursday, and our miners received their pay for the coal put out in November. Although the amount received was small compared with that in the good times years agone, it is much larger than that of most pays during the past year.” *(Carbondale Advance*, December 15, 1877, p. 3)

Here is a photograph of the *Passaic,* having descended Level 20 through Shepherd's Crook, and here heading towards White's Crossing. The print of this photograph shown here is in the Alan G. Dustin Collection of the Carbondale D&H Transportation Museum.



Passaic, having descended Level 20 through Shepherd's Crook, and here heading towards White's Crossing.

The "Passaic" also operated on the Gravity Railroad in Archbald, as we can see in the Hensel photograph given below.

Hensel stereocard No. 1137: *View of Archibald [sic] and Coal Breaker, seen from Railroad* (shown in the left foreground is the Passaic in Archbald). One-half of the stereocard, in the collection of the Carbondale Historical Society. In this view, the pay car *Passaic* and a group of men are in the left foreground. On the right, in the distance, is (as shown on the 1873 D. G. Beers map of Archbald) the Eaton & Co. Breaker. The church of Saint Thomas Aquinas is in the distance, center. This view was shot by Hensel on the loaded track on Level 25, in Archbald, between the head of No. 25 (between Archbald and Peckville) and the foot of 26 (in Frogtown, Archbald).



The *Passaic* on the loaded track on Level 25, in Archbald.

On Monday, May 17, 1875, a *Passaic* sight-seeing party from Honesdale took the Gravity Railroad from Honesdale to the top of the Moosic Mountain:

“The parlor car, ‘Passaic,’ took a sight seeing party over the Del & Hud road to the top of the mountain, on Monday afternoon." *(Honesdale Citizen,* May 20, 1875)

On Tuesday, July 27, 1875, a large party of girls and boys from Honesdale also “went across the Del. & Hud. Co’s cloud capped peaks” in the *Passaic:*

"A very large party of Honesdale girls and boy went across the Del. & Hud. Co's cloud capped peaks on Tuesday last, occupying the beautiful car, *Passaic*, also an open car." *(Honesdale Citizen,* July 29, 1875)

On Monday morning, August 27, 1877, at Gill's Latches on the ten-mile level, the *Passaic* and a Gravity open air car were thrown from the track because someone had criminally tampered with the switch. Among the passengers in the derailed cars were Superintendent Rollin Manville and engineer William Muir. Here is the account of that accident, in which no one was killed or seriously injured, that was published in the *Honesdale Citizen* of August 30, 1877:

"An accident, happily unattended with any fatal or very serious results, occurred on Monday morning on the Gravity Railroad a half mile above Seelyville. The morning train from Carbondale consisted of four cars, the first two being filled with a party of pleasure seekers from Scranton and Carbondale, and officers of the regulars and national guard, now stationed in the former city, and accompanied by Supt. R. Manville, and engineer Wm. Muir. The military comprised of Gen. N. A. Morrow, U. S. Army, J. S. Teirnon, J. A. Snyder, J. S. Page of the 3rd Regulars, Henry C. Mott and B. H. Rogers, of the 13th regulars, Burgess A. E. McCandless, adjutant Gen. Harsh. Jas. Foster, A. P. Childs, Hartley Howard and James Weir, all of the 19th Pa. National Guard. At Waymart the cars containing the guests were 'cut loose' from the cars of the regular train and proceeded toward Honesdale. Everything passed off in the most enjoyable manner possible until Gill's switch was reached, when the car 'Passaic' and an open air car were suddenly and violently thrown from the track, the first named going down the steep culm embankment. Several of the visitors were taken from under the wrecked car, somewhat startled at the sudden stoppage, but not much injured, probably owing to the yielding nature of the coal dirt. A flagman was instantly sent back to signal the passenger train, then about due, and measures were promptly taken to remove the debris and repair the track to permit its passage. Soon after its arrival, a start was made again for town, which they reached in safety. The cause of the accident is generally attributed to some criminal tampering with the switch. It was fortunate that it was not the passenger cars that struck it, as they are much heavier than the cars that did, and they were filled with travelers, many of them being women and children, some of whom would probably have been killed. A roadway passed under the track just a few feet back from

where the accident happened. If the cars had plunged into it many must inevitably have been killed. There is no clue as yet to the scoundrel who was the cause of the trouble. / Upon the arrival of the train at the depot, carriages were in waiting to carry the officers to White Mills, the object of their visit, to witness the manufacture of the fine glass ware, for which these works are so justly and widely celebrated. They were shown through the extensive establishment by Mr. Dorflinger and afterwards entertained by himself and lady at their hospitable mansion. Returning, dinner was partaken of at the Allen House, a hasty look at the objects of interest in our borough followed, and then the party returned on the afternoon train, highly pleased with their excursion, barring the accident. / The passenger car, *Passaic* of the Del & Hud Gravity road was considerable used up by the accident on the road last Monday." *(Honesdale Citizen,* August 30, 1877)

Here is the account of the same accident on the Ten-mile Level, two or three miles west of Honesdale, that was published in the *Carbondale Leader,* September 1, 1877, p. 3:

On Monday morning General Morrow and several other officers took the train for Honesdale. They were accompanied by Superintendent Manville and other D. & H. officials. When two or three miles this side of Honesdale the car in which they were riding was thrown from the track down an embankment. A misplaced switch which had been purposely spiked threw the train off the track. William Muir, of Honesdale, was slightly injured, but the remainder of the passengers escaped injury."

For additional information on Gill's Latches, where this accident took place, see the material on Cellar Hole No. 1 and Gill's Latches on Level 13 in Volume IV *(The 1868 Configuration of the Delaware and Hudson Canal Company's Gravity Railroad)* in this D&H series.

1616

Wayne

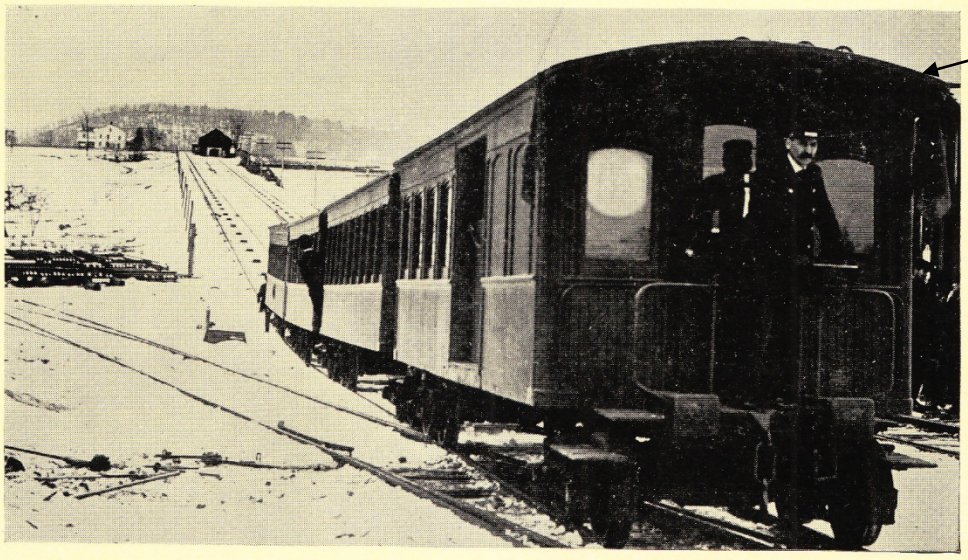
The following notice about the repainting and fixing up of the Gravity passenger car named "Wayne" is the only reference that we have ever seen to this passenger car, which was one of the first cars built for the Gravity Railroad:

"One of the first passenger cars built for the gravity road has been repainted and fixed up generally. It presents a handsome appearance. The name 'Wayne' is painted on its side." *(Carbondale Leader,* October 17, 1884, p. 2)

1617

Gravity Combination Freight/Passenger Cars

On the Gravity Railroad there were no less than three combination freight/passenger cars. Shown below is a combination/freight passenger that is about to ascend Plane No. 18 in Waymart. This may well be the car (Combination Freight/Passenger Car No. 1 or 2) that is now located on the grounds of the Homestead Golf Course (formerly Russell Homestead) in Fell Township.



Combination freight/passenger car, about to ascend Plane No. 18, Waymart

Gravity Passenger Train

A Gravity Road Passenger Train at Waymart, Pa., in the early 80's.

Shown below is the Combination Freight/Passenger Car (No. 1 or 2) that is now located on the grounds of the Homestead Golf Course (formerly Russell Homestead) in Fell Township:



Combination Freight/Passenger Car (No. 1 or *2), on the grounds of the Homestead Golf Course (formerly Russell Homestead) in Fell Township.* Photo by the author.

On July 26, 2001, the Carbondale Historical Society was awarded a Technical Assistance Grant for $1,500 from the Pennsylvania Historical and Museum Commission to hire a technical consultant to examine the D&H railcar shown in the photo above and to formulate a preservation and restoration plan. On September 10-11, 2001, J. David Conrad, Essex Junction Railroad, Essex, CT examined the Russell Homestead car and submitted the following report to the Executive Director of the Carbondale Historical Society, S. Robert Powell, as follows:

Here is the J. David Conrad report:

STEAM LOCOMOTIVE SERVICES, INC.

November 7, 2001

Mr. Robert Powell, Executive Director
Carbondale Historical Society
One North Main Street
Carbondale, PA 18407-2356

Dear Mr. Powell,

Enclosed please find my report (with photographs) covering my inspection of and recommendations regarding your former Delaware & Hudson Gravity Railroad combination freight and passenger car which I personally inspected on September 10 & 11, 2001 at the Homestead Golf Course in Carbondale, Pennsylvania.

Should you have any questions regarding the above or wish to discuss your project at any time in the future, please do not hesitate to contact me.

Sincerely,

J. David Conrad

STEAM LOCOMOTIVE SERVICES, INC.

23 Blake Street
Ivoryton, Connecticut
06442
860-767-2429
860-767-0104 - FAX
jdconrad@snet.net

REPORT ON
DELAWARE & HUDSON GRAVITY RAILROAD
COMBINATION FREIGHT & PASSENGER CAR

This report, prepared November 9, 2001 covers my inspection of the former Delaware & Hudson Gravity Railroad combination freight and passenger car owned by the Carbondale Historical Society and Museum, Inc. whose offices are located at One North Main Street, Carbondale, Pennsylvania 18407. The inspection was conducted with the assistance of the organization's Executive Director, Mr. Robert Powell at the Homestead Golf Course where the car is stored on September 10 & 11, 2001. Photographs taken at this time are enclosed and identified in attachment - A.

HISTORY

This car was one several used on the Gravity Railroad, which was built c. 1829 and abandoned in 1899. Although the main purpose of the railroad was the transportation of coal, passenger service was provided for workers and their families as well as local residents. In addition, due to the unique nature of the railroad and the scenic area through which it ran, tourist trains were operated seasonally.

The railroad, as its name implies, used gravity as the motive power, at least on the downgrade portion of the line. Trains were hauled to the highest points of the line by cables attached to steam powered winches up steep inclines. For the downhill trip the speed of the cars were controlled by brakemen who operated handbrakes on each car. The speed was also controlled to some extent by the use of level track between the graded sections, none of which were as steep as the inclines.

It would appear that all of the railroad's rolling stock was built in the company shops. All cars were built mostly of wood with only the wheels and axels, couplings, handrails, fasteners and some substructure being steel. The design of the cars was somewhat out of the ordinary due to the unique nature of the line and the fact that the rolling stock operated only on that railroad (not interchanged with other lines partially due to the odd track gauge of 53"). The car building techniques used were typical of the period.

The car (number unknown) was probably built c. 1890 and operated until the railroad was abandoned in 1899 after which a number of the passenger cars were stripped of their metal components and sold to local residents. Only the car bodies were saved, end

platforms, wheels, axels, brakes, etc. were salvaged by the railroad. At that time it was moved to near its present location and used as a bunkhouse for farm workers. At some time in the 1950s' it was moved to its present site. Over the years it has not been modified save the addition of layers of roofing material. It is remarkable how much of the car remains intact, albeit in deteriorated condition.

INSPECTION SUMMARY

The car is sitting on uneven ground, unevenly supported. The car frame is bowed and humped in several directions and it is impossible to say whether or not it will straighten out when set somewhere level. Often times wood will not straighten out again once bowed. Most of the main frame appears to be in relatively good condition. A trench was dug at one point to inspect the center sills. Interior framing could not be thoroughly inspected due to the car siding being in place, but it can be expected that there will be some rotted sections. Much of the exterior wood is badly weathered and will never be smooth again. Some of the exterior wood, car framing (where visible) and roof boards are badly rotted. There is little paint left on the exterior of the car. Light sanding revealed that the car exterior was painted Tuscan red and then coated with varnish. The sash was treated likewise, although it had been orange at an earlier period. All exterior ventilation grills are missing. Wood on the car interior is mostly intact save several roof bow ends, which are rotted off. Most doors, sash and blinds are repairable. Several of the floorboards are rotten. Most of the paint inside the car is intact although in poor condition. All glass is broken or etched. Light sanding revealed that the interior was painted light gray, coated with varnish. There are no seats in the car. It is assumed that it once had seats, although no mounting holes, etc. could be found. The roof could not be thoroughly inspected due to several layers of roofing material being in place, however, from inside the car, the roof boards appear to be mostly intact although the outer roofing material is badly deteriorated.

RESTORATION vs. REPLICATION

At this point I would like to offer a few thoughts regarding the conservation and restoration of railroad equipment. Unlike fine art (and even furniture), it was expected that railroad equipment would be repaired and maintained over its service life. Therefore we can justify continuing such repairs and maintenance. That being said, I believe that we ought to retain as much of the original object as possible. In many cases it would be far easier to construct a replica than to restore a badly deteriorated car such as this one, but once done the question remains as to what to do with the original. In this case we have a car which has enough sound material remaining to justify restoration, bearing in mind that a good deal of new material will be used. Modern techniques such as the use of epoxy wood consolidators make it possible to retain much of the original wood while insuring that it will be structurally sound. It is true that the use of epoxy is not favored by some since its use is not reversible, but if its use enables us to retain a part that would otherwise be unusable, I think that we ought to do so. In any event there is a fine line to be drawn. Where does restoration stop and replication begin? At 51%? Who does the quantification? For our purposes here I'll call the proposed work restoration, even though one side of the car will be more of a replication.

DISPLAY AND INTERPRETATION

Ideally, the car would be housed in a suitable building after restoration, however it is my understanding that at this time there is insufficient inside space and that the car will be restored and periodically displayed. I would recommend that a purpose built trailer is obtained and that the car be mounted to said trailer until such time as it can be housed in a museum building. Mounting the car will provide it with a stable foundation, obviate the necessity of lifting it for further movement and provide for mobility to events where it can be displayed. It should be placed inside a suitable building for restoration and storage. Should the exterior of the car be restored as outlined below, signage should note that one side of the car is mostly original, and that the other side has been extensively restored to its appearance when in service c.1899. Since a similar car (No. 9 "Eclipse" at the Honesdale Historical Museum) with an intact interior exists, I would suggest that the interior of this car be used to exhibit maps and photographs explaining the Delaware & Hudson Gravity Railroad.

MOVEMENT AND TRANSPORTATION

The car is exceedingly fragile and must be moved with extreme care. I suggest that a purpose built trailer be designed to load the car onto to remove it from its present location, support it during restoration and display it on. The trailer should have an open frame (no floor) with members that correspond with the car's frame. The outer edges of the trailer frame must be higher than the center as per the car. The frame of the trailer ought to be somewhat longer than the car in case end platforms are constructed. The trailer should have at least four wheels, spaced so the trailer is always level (similar to a hay wagon) with brakes and a towbar that can be attached to a tractor or such. Once such a trailer has been constructed, the car should be carefully lifted with a crane onto same. Rigging the car will be critical. "I" beams must be placed under the car and attached to corresponding spreaders with matched cables to insure that the car is lifted evenly. Getting the "I" beams under the car will involve a lot of digging. Under no circumstances should the car be jacked up to get the beams in. The beams can be designed into the structure of the trailer or removed after the car has been thoroughly inspected and precautions taken not to damage it. Once loaded the car can be transported to an inside restoration site and later to where ever it is to be displayed.

MISSING PARTS AND COMPONENTS

Both "trucks" (wheels, axels, bearings, brakes, springs, etc.), end platforms complete with steps, handrails and buffers, couplers, brake mechanisms complete, outer ventilator covers, one interior ventilator cover (have 5 still in the car), north threshold plate (have south one on car) and baggage door guards.

The "trucks" would be very difficult and expensive to reproduce. A set exists under car No. 9, which could be used as a guide for manufacture. However the cost of making these would be possibly as much as $50,000.00 therefore it is not recommended that these be made at this time. The end platforms, couplers, etc. and could be made, using the parts of car No.9 as a guide. Thus far, no outer ventilator cover has been found, and photographs do not show them clearly. It may be necessary to guess as to their appearance. The inner

ventilator cover could be reproduced using an original as a pattern. Baggage door guards can be constructed using existing evidence as a guide in their design.

MAJOR REPLACEMENTS AND REPAIRS

Roof: Remove outer layers to determine what material the original covering was. Remove outer boards to facilitate repairs to bows, etc. Renew rotted roof boards as needed. After repairs are made to sides, etc., repair roof, paint exterior of roof boards and recover with appropriate material.

Passenger end: Renew end beam, ends of center sills (shiplap to existing), roof plate @ left corner, tack moldings right and left, lower siding (might patch with siding removed from left side). The lower corner posts, door jams and left windowsill are rotted but might be repaired with an epoxy wood consolidator such as "ABATRON". Typically, these epoxies come in a liquid form, which is painted onto and soaks into the affected wood. Once this sets, an epoxy putty/filler is applied. This can be shaped to suit and later filed and sanded as needed. With some practice the repairs are nearly invisible once painted.

Left side: Replace all exterior wood including tack moldings, letter board cap strip, letter board, battens and boards, window sills, belt rail, siding and four sash. Note that once this wood has been carefully removed for use in making replacements it is likely that interior framing will be found to be in need of replacement or repair as well. Also note that some sections of siding removed may be useful for patching other areas.

Baggage end: Renew end beam, ends of center sills (shiplap to existing), facing board above left window and tack molding right and left.

Right side: Renew tack molding (all), about 12" of trim strip might be repaired with epoxy; renew battens and boards, belt rail and siding ahead of baggage door only.

Car frame: Badly bowed, may straighten out when leveled. Not thoroughly inspected since it is sitting on ground, but appears to be mostly sound. Inspect and repair as needed. Approximately 8-10 of the beams from the center sills to the side sills are missing or rotten and in need of renewal.

Interior: Renew left windowsills and stops, approximately 20% of the floor, an unknown amount of the sub floor. Renew ends of at least five roof bows and renew top plate and framing posts adjacent to where roof bows attach.

Doors, sash and blinds, etc: Remove, repair and refinish all (End doors: 2ea. baggage doors: 2ea. end sash: 4ea, sash: 4ea (4 to be renewed), blinds: 8ea. When these are reinstalled they should be adjusted for proper operation. Renew door jam guards at passenger end and baggage doors (rolled steel plate). Renew missing ventilator cover using existing one as a pattern taken to an iron or aluminum foundry for casting and a sheet metal shop for the other portions and assembly.

In general, wood should be replaced with the same species. Samples of wood can be analysis for identification. Some species are extinct in large sizes but yet available as used lumber from old buildings, which have been torn down.
Once the repairs have been made, all wood (including interior painted surfaces) should be sanded, filled where necessary, primed and painted with oil based alkyd enamel. As noted previously, the exterior appears to have been Tuscan red with orange sash. It is possible that the original gray interior paint may be washed or sanded lightly to reclaim. Once painted (or cleaned) a coat of clear varnish should be applied. Metal components should be wire brushed, primed with a rust proof primer and painted an appropriate color (probably black) using alkyd enamel.
If it is decided to construct replica platforms, couplers, etc, these should be manufactured to fit the existing car rather than modifying the car to fit them. If no information can be found regarding the design of the exterior ventilator covers, I would suggest blanking them off as per the baggage end. In this way the car will appear "finished" and they can be removed without damaging anything if new information comes to light.
In all cases, photographic and written records should be made of the project and detailed notes made locating all reproduction components and repairs.

CHRONOLOGY

As with any project, a good plan is essential. The restoration of this car will be difficult due to the nature of wooden car construction techniques. Although the car was built from the ground up, it must repaired starting at the top, dismantling it as we go down. Once any thing, which is going to be removed, has been, then it can be reconstructed starting at the bottom and working way back up again. Before the work on the roof can begin, some way must be found to tie or brace the sides since the roof itself is part of the structure and it would be bad practice (and possibly dangerous) to let them float free.
Leveling the car ought to be attempted once the car is loaded onto the trailer, but if it resists, then the process will be a gradual one, and it is possible that the car will never be level, in which case the restorer will have to make many compromises. In any event, the final leveling of the car must be done prior to the reconstruction of the sides and the reattachment of the roof.
Doors, sash, etc. ought not to be installed until the car is ready to paint. Some refitting will be needed.

In the event that it is decided to construct reproduction "trucks" etc., nothing that has been discussed above would prevent them from being installed.

As an additional resource, I would recommend articles on the subject of wooden passenger car construction and restoration by Glenn Guerra published in Locomotive and Railway Preservation magazine during the mid 1990s' (now out of print, but photocopies are available from the Railroad Museum of Pennsylvania at Strasburg, Pennsylvania).



J. David Conrad

attachment-A

LIST OF PHOTOGRAPHS

Number	Description
1-3	Exterior, left side
4-5	Exterior, right side
6	Baggage end
7-9	Baggage door and details, left side
10	Belt rail detail, right side
11-12	Window and sill details, left side
13-14	Outer vent cover and outer vent opening, left side
15-19	End hood details, both ends, both sides
20	Mounting bracket for unknown object, under passenger end hood
21	Passenger end detail
22	Passenger end door
23-24	Passenger end window details
25-28	Car frame details as seen from trench dug under car
29-31	Car interior views
32-34	Baggage end interior details
35-37	Car interior details of window and blinds
38	Interior ceiling
39-40	Interior baggage door and track details
41	Detail of interior roof bows with ends rotted and ventilator
42	Detail of ventilator
43	Detail of floor showing damaged section
44	Detail of floor showing where baggage door guards were mounted
45	Detail of interior where paint was sanded to reveal layers
46-47	Details of car No. 9 “trucks” and platform, coupling, and brakes

Here are those 47 photographs:



Exterior, left side



Exterior, left side



Exterior, left side



Exterior, right side



Exterior, right side



Baggage end



Baggage door, left side



Baggage door detail, left side



Baggage door detail, left side



Belt rail detail, right side



Window and sill, left side



Window and sill detail, left side



Outer vent cover and outer vent opening, left side



Outer vent cover and outer vent opening, left side



End hood detail, both ends, both sides



End hood detail, both ends, both sides



End hood detail, both ends, both sides



End hood detail, both ends, both sides



End hood detail, both ends, both sides



Mounting bracket for unknown object, under passenger end hood



Passenger end detail



Passenger end door



Passenger end window detail



Passenger end window detail



Car frame detail as seen from trench dug under car



Car frame detail as seen from trench dug under car



Car frame detail as seen from trench dug under car



Car frame detail as seen from trench dug under car



Car interior view



Car interior view



Car interior view



Baggage end interior detail



Baggage end interior detail



Baggage end interior detail



Car interior detail of window and blinds



Car interior detail of window and blinds



Car interior detail of window and blinds



Interior ceiling



Interior baggage door and track detail



Interior baggage door and track detail



Detail of interior roof bows with ends rotted and ventilator



Detail of ventilator



Detail of floor showing damaged section



Detail of floor showing where baggage door guards were mounted



Detail of interior where paint was sanded to reveal layers



Detail of car No. 9 “trucks” and platform, coupling, and brakes



Detail of car No. 9 “trucks” and platform, coupling, and brakes

Regrettably, due primarily to a lack of funding support from Lackawanna County and the Commonwealth of Pennsylvania, this Gravity Railroad combination freight/passenger car has not yet been restored.

1618

Inspection Tour by Packet Boat *Dyberry* and by Railcar

On June 4, 1867, a delegation of D&H officers, directors, and friends , on board the D&H packet *Dyberry,* departed from Rondout and arrived three days later at Honesdale. The party traveled from Honesdale to Carbondale and then to Scranton via the Gravity Railroad. At Scranton the party took the Lackawanna & Bloomsburg Railroad to Wilkes-Barre and returned to Scranton upon the Union Railroad, which was formally opened on June 18. About this inspection tour, we read the following in the *Carbondale Advance* of June 15, 1867:

"Del. & Hud. Excursion. / The annual excursion trip of the Directors and officers of the Del. & Hud. Canal Co. came off on the first week in June. The party this year consisted of / .Thos. Dickson, Acting Pres., wife and daughter, Scranton; E. W. Weston, Supt. Coal Dept., and wife, Scranton; R. Manville, Supt. R. R. Dept., and wife, Carbondale; C. F. Young, Supt. Canal Dept., and wife, Honesdale; Hon. T. P. Howell, wife and daughter, New York; P. H. Balentine, wife and daughter, New York; C. A. Sprague, wife and sister, New York; W. J. Schenck and wife of the Merchant's Hotel New York; P. J. Dubois, wife and daughter, Kingston; L. C. Fuller, Scranton; Rev. Dr. Terhune, R. D. Church, Newark; W. C. Rose, Div. Supt. and daughters, Port Jervis. / They left Rondout in the Packet Dyberry, on the Fourth of June, and arrived in Honesdale on the Seventh—making the trip over the canal in three days. The party reached here on Saturday en route to Scranton. / At Scranton the party took the Lackawanna & Bloomsburg Railroad to Wilkes-Barre and returned to Scranton upon the Union Railroad. That Railroad connecting the Lehigh and Susquehanna Railroad at Wilkes Barre and the Del. & Hud. Railroad near Providence is expected to be formally opened on Tuesday next, 18th inst." (Carbondale Advance, June 15, 1867, p. 3).

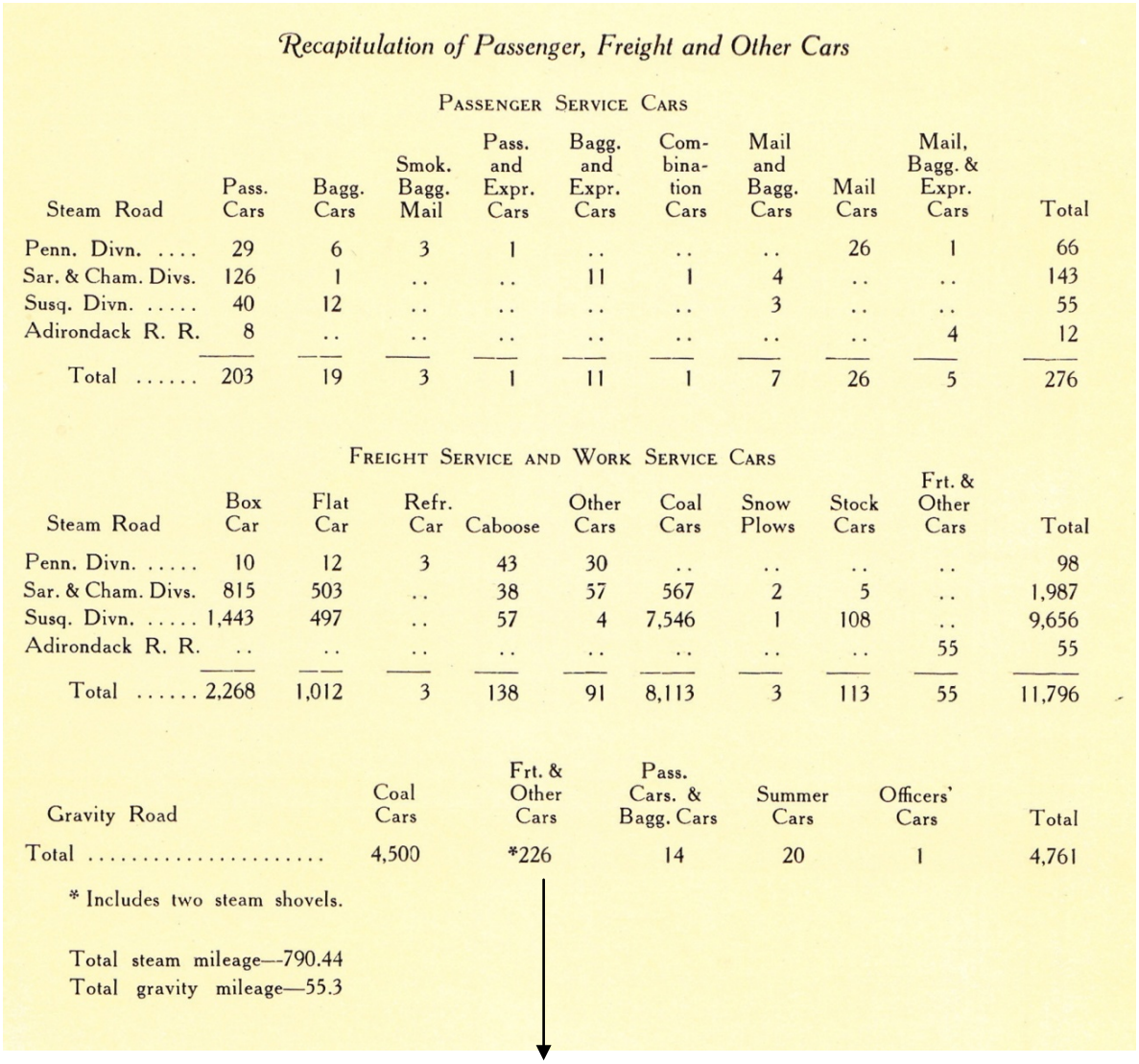
Interestingly, one of the bridges that this inspection tour traveled over on its way to Wilkes-Barre, the Lackawanna & Bloomsburg bridge over the Lackawanna River at Lackawanna Station, burned on June 11, only a few days after the inspection tour passed over that bridge on its way to Wilkes-Barre. See "Railroad Bridge Burned," on page 3 of the *Carbondale Advance* of June 15, 1867.

1619

Standard Gauge Rolling Stock, Freight and Passenger

Remarkable tables of data on D&H passenger, freight, and other cars in the period 1890-1927 are presented in *The Delaware and Hudson Company BOARD of MANAGERS INSPECTION of Lines : :*, June 2, June 5, 1927. A copy of this important work came into the collection of the Carbondale D&H Transportation Museum when a collection of D&H materials from the estate of Alan G. Dustin was given to museum.

Here, from that 1927 publication (p. 40) is a "Recapitulation of Passenger, Freight and Other Cars" for the D&H steam road and the Gravity road, circa 1890:



Recapitulation of Passenger, Freight and Other Cars

PASSENGER SERVICE CARS

Steam Road	Pass. Cars	Bagg. Cars	Smok. Bagg. Mail	Pass. and Expr. Cars	Bagg. and Expr. Cars	Com-bina-tion Cars	Mail and Bagg. Cars	Mail Cars	Mail, Bagg. & Expr. Cars	Total
Penn. Divn.	29	6	3	1	..	..	..	26	1	66
Sar. & Cham. Divs.	126	1	..	..	11	1	4	..	..	143
Susq. Divn.	40	12	..	..	..	..	3	..	..	55
Adirondack R. R.	8	..	..	..	..	..	..	..	4	12
Total	203	19	3	1	11	1	7	26	5	276

FREIGHT SERVICE AND WORK SERVICE CARS

Steam Road	Box Car	Flat Car	Refr. Car	Caboose	Other Cars	Coal Cars	Snow Plows	Stock Cars	Frt. & Other Cars	Total
Penn. Divn.	10	12	3	43	30	..	..	..	..	98
Sar. & Cham. Divs.	815	503	..	38	57	567	2	5	..	1,987
Susq. Divn.	1,443	497	..	57	4	7,546	1	108	..	9,656
Adirondack R. R.	..	..	..	..	..	..	..	..	55	55
Total	2,268	1,012	3	138	91	8,113	3	113	55	11,796

Gravity Road	Coal Cars	Frt. & Other Cars	Pass. Cars. & Bagg. Cars	Summer Cars	Officers' Cars	Total
Total	4,500	*226	14	20	1	4,761

* Includes two steam shovels.

Total steam mileage—790.44
Total gravity mileage—55.3

On the Gravity Railroad, circa 1890:

4,500 coal cars
226 freight and other cars
14 passenger and baggage cars
20 summer cars
1 officers' car

Total: 4,761 cars

Here, from that 1927 publication (pp. 122-123) is a “Recapitulation of Passenger, Freight and Other Cars” for the D&H steam road as of December 31, 1926:

p. 122:

Recapitulation of Passenger, Freight, and Work Equipment

December 31, 1926

PASSENGER SERVICE:

68	Baggage cars.
20	Baggage and Mail cars.
7	Dining, Cafe and Parlor-Cafe cars.
183	Coaches.
27	Combination cars.
3	Express Horse cars.
67	Milk cars.
375	—Total cars in Passenger service.

The total seating capacity was 14,450 persons, an average seating capacity of 65.7 persons per car.

FREIGHT SERVICE:

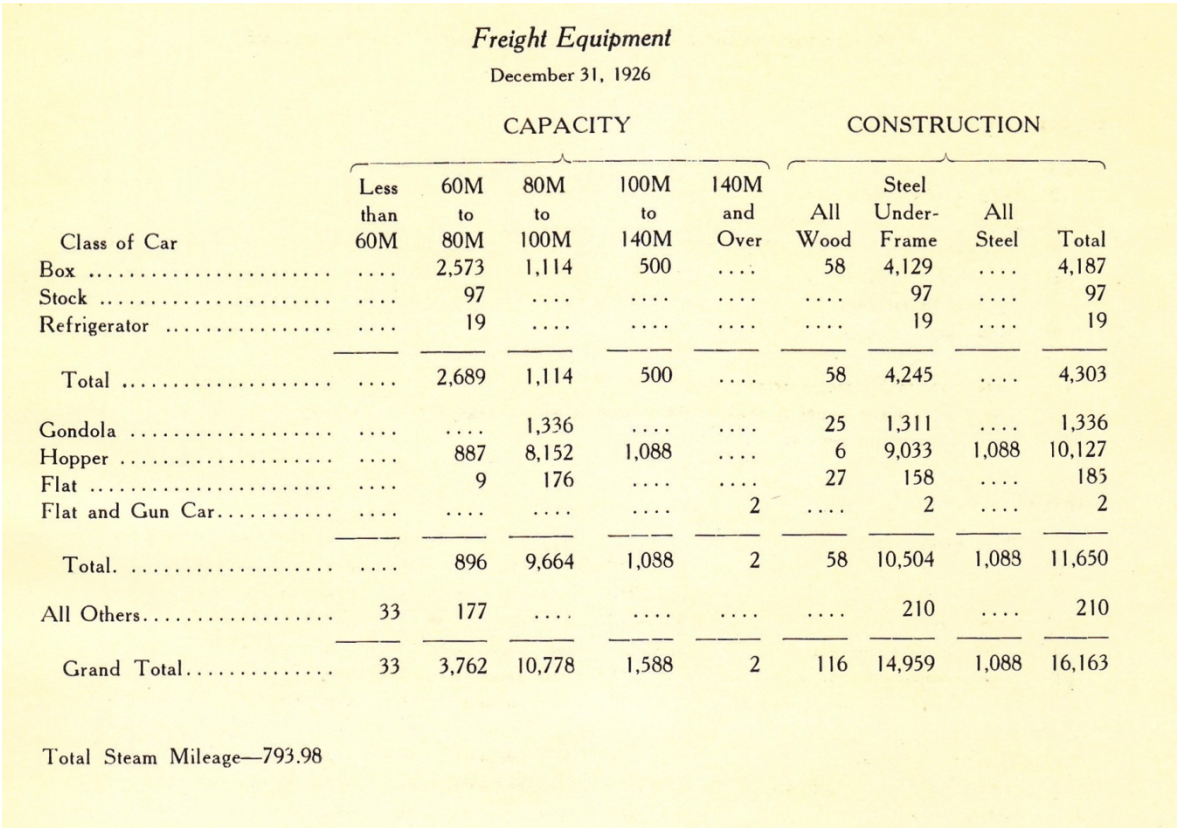
3,921	Box cars,	138,770	tons capacity,	35.39	avg. tons capacity per car
169	Box Automobile,	5,070	tons capacity,	30.	avg. tons capacity per car
97	Box Produce,	2,910	tons capacity,	30.	avg. tons capacity per car
210	Cabooses,	——		——	
1,336	Coal—L. S. Gondolas,	56,717½	tons capacity,	42.45	avg. tons capacity per car
9,039	Coal—Hopper Gondolas,	373,055	tons capacity,	41.27	avg. tons capacity per car
1,048	Coal—Steel Hopper Gondolas,	57,400	tons capacity,	54.77	avg. tons capacity per car
185	Flat cars,	7,705	tons capacity,	41.64	avg. tons capacity per car
2	Flat and Gun cars,	220	tons capacity,	110.	avg. tons capacity per car
40	Iron Ore Steel Gondolas,	2,688	tons capacity,	67.2	avg. tons capacity per car
19	Refrigerators,	570	tons capacity,	30.	avg. tons capacity per car
97	Stock cars,	2,910	tons capacity,	30.	avg. tons capacity per car
16,163	—Total Freight Service Cars,	648,015½	tons capacity,	41.00	avg. tons capacity per car

COMPANY SERVICE:

2	Steam Wrecking Cranes, 40-tons capacity.
4	Steam Wrecking Cranes, 100-tons capacity.
2	Steam Wrecking Cranes, 160-tons capacity.
1	Dynamometer car.
12	Snow plows.
4	Steam shovels.
1	Gas Transport car.
1	Air Brake Instruction car.
5	Private cars.
1	Pay car.
2	Locomotive Coaling Cranes.
20	Other derricks.
23	Flangers.
598	Other Road cars.
676	—Total cars in Company Service.

16,835 Cars—(Total Equipment).

p. 123:



Freight Equipment

December 31, 1926

Class of Car	CAPACITY: Less than 60M	60M to 80M	80M to 100M	100M to 140M	140M and Over	CONSTRUCTION: All Wood	Steel Under-Frame	All Steel	Total
Box	....	2,573	1,114	500	....	58	4,129	....	4,187
Stock	....	97	....	....	....	....	97	....	97
Refrigerator	....	19	....	....	....	....	19	....	19
Total	....	2,689	1,114	500	....	58	4,245	....	4,303
Gondola	....	....	1,336	....	....	25	1,311	....	1,336
Hopper	....	887	8,152	1,088	....	6	9,033	1,088	10,127
Flat	....	9	176	....	....	27	158	....	185
Flat and Gun Car	....	....	....	....	2	....	2	....	2
Total.	....	896	9,664	1,088	2	58	10,504	1,088	11,650
All Others	33	177	....	....	....	....	210	....	210
Grand Total	33	3,762	10,778	1,588	2	116	14,959	1,088	16,163

Total Steam Mileage—793.98

Here are the title page, Preface, and Foreword of *The Delaware and Hudson Company BOARD of MANAGERS INSPECTION of Lines : :*, June 2, June 5, 1927.

The Delaware and Hudson Company

BOARD of MANAGERS

INSPECTION of LINES : :



JUNE 2, JUNE 5, 1927

Where is there a copy of the D&H locomotives that was written in 1926?

The present work on D&H passenger, freight, and work equipment was written by D&H Master Car Builder, George W. Ditmore and his staff.

Preface

The History of your locomotives, presented last year, suggested a similar History of other rolling stock. Your Master Car Builder, Mr. George W. Ditmore, with his staff, has made a painstaking and complete study of all available records, the result of which is to be found in the following pages.

Where incompleteness exists it is due to the loss of records by fire, or their destruction due to the belief that such records were valueless.

The development of your rolling equipment, other than locomotives, will be found, as far as records are extant, or the memories of living employes run complete.

J. T. L.

"J. T. L." in 1927. What is this person's name?

Office of the
Vice-President and General Manager,
Albany, N. Y.,
June 1st, 1927

Foreword

At the commencement of preparation of a resume of car development on our railroad, it was hoped that careful search for data and reliable information would enable us to bring to you a more complete historical record.

With much regret and keen disappointment, it was learned after commencing our labors that there were few illustrations extant of cars in use during the pioneer periods on our constituent roads from which adequate descriptions could be had. Prior to 1870 there appears to have been little attempt to record the progress in car evolution. It is said that the history of the freight car—railroads' greatest revenue producer—has never been written.

For much of the data pertinent to the earlier periods the memories of our veteran employes have been relied upon. Research was further facilitated by reference to the volumes "Railroad Freight Transportation" and "A Century of Progress on the 'D & H.'"

Indebtedness to all who so cheerfully aided in this compilation is gratefully acknowledged.

What is presented it is hoped will prove interesting and informative.

Albany, N. Y., June 1st, 1927.

"Prior to 1870 there appears to have been little attempt to record the progress of car evolution."

"For much of the data pertinent to the earlier periods [before 1870] the memories of our veteran employees have been relied upon."

Given below are pages 41-116 of that important historical document, copies of which are, at the present time, rare. As you read this material, keep in mind two important facts: (1) this work could not be written today, and (2) if this work had not been written in 1927, chances are very good that it would never have been written.

Period 1890 to 1900

THIS decade marked the passing of the four wheeled car and the beginning of a radical change in freight car construction. The necessity for an increase in unit capacity to meet the demands upon traffic became apparent. The number of cars more than doubled.

A large program for equipping cars with automatic couplers and air brakes was undertaken. At the close of this period, a total of 10,329 revenue freight cars (all classes) were equipped with automatic couplers of the Marks, the Gould and the Dowling manufacture. A total of 7,831 freight cars were equipped with air brakes.

The Cooperstown and Charlotte Valley Railroad Company consisted of a consolidation of the Cooperstown & Susquehanna Valley Railroad Company and the West Davenport Railroad Company. Development follows:

(1) Davenport Center	to Hemlock,	opened in 1891—	4.25 mi.
(2) Cooperstown Junction	to Davenport Center,	opened in 1891—	
(3) Davenport Center	to West Davenport,	opened in 1893—	2. mi.

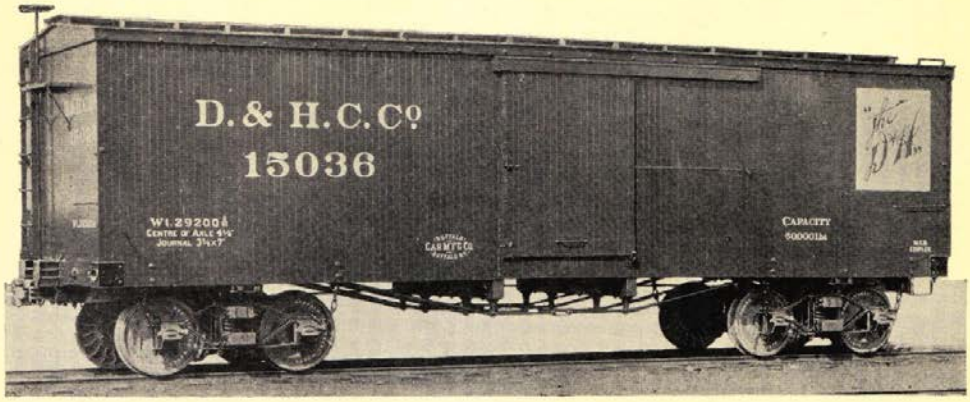
The Saranac and Lake Placid Railroad Company was incorporated June 13, 1890 to construct a railroad from Saranac Lake to Lake Placid, N. Y. Development follows:

Saranac Lake	to Lake Placid,	opened in 1893—	10. mi.

Road was operated by that Company until January 1, 1897, by the Chateaugay Railroad Company from January 1, 1897 to January 1903, and thereafter by the Delaware and Hudson Company.

Lines, operated by the Delaware and Hudson Canal Company, opened in this decade:

The Ticonderoga Railroad Company—			
(1) Ticonderoga Junction	to Ticonderoga,	opened in 1892—	.92 mi.
The New York and Canada Railroad Company—			
(2) Rogers	to Ausable Forks,	opened in 1894—	2.7 mi.
The Northern Coal and Iron Company—			
(3) Carbon Street Junct.	to Scranton, Pa.,	opened in 1894—	.51 mi.
The Delaware and Hudson Canal Company—			
(4) Archbald	to Bushwick,	opened in 1899—	4.94 mi.
(5) Honesdale	to Carbondale,	opened in 1899—	27.62 mi.



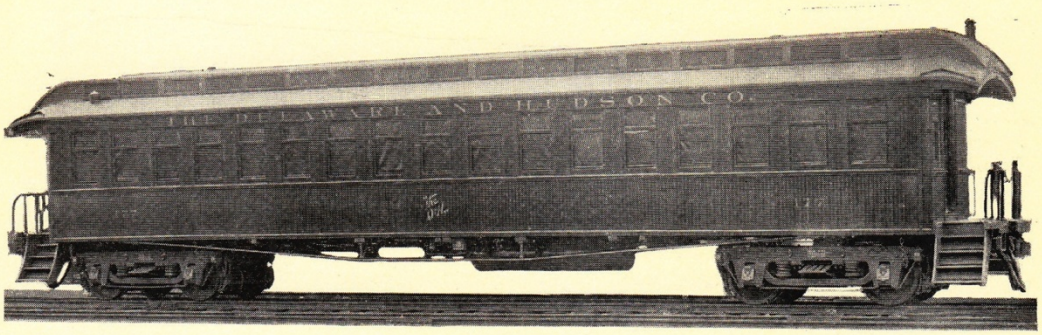
D. & H. Co. Box Car, 50,000 Pounds Capacity

In 1891 our Company bought, of the Buffalo Car Mfg. Company, two hundred and fifty box cars of wood construction. In 1893 there were one hundred similar cars purchased from the Murray, Dougal and Company. Length, outside, 33 ft. 10 in., inside, 33 ft. 4 in.; width, outside, 9 ft. 4 in., inside, 8 ft. 0 in.; height, outside, 12 ft. 5-½ in., inside, 7 ft. 0 in.; average weight, 29,200 pounds; trucks, arch bar type; wheels cast iron, 33 in. diameter; journals 3-¾ in. by 7 in.; capacity 50,000 pounds. When built, these cars were not equipped with air brakes. The average price per unit was $528.61.



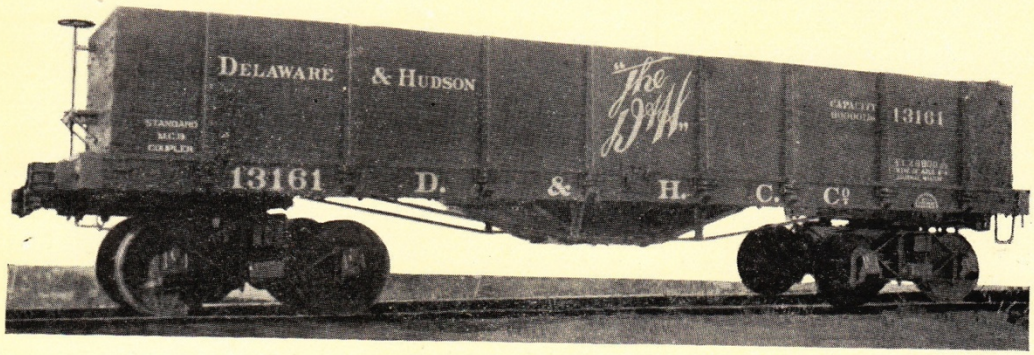
Passenger Car No. 162

In 1891, the Delaware and Hudson Canal Company purchased six first class passenger cars, Nos. 161-166, from the Gilbert Car Works. Length, over end sills, 53 ft. 9-½ in.; length, over all, 61 ft. 1 in.; the lighting system consisted of oil lamps; inside finish was mahogany; seating capacity sixty-six persons; weight 51,800 pounds. Trucks were of the four-wheel pedestal type; wheels were steel-tired, 33 in. diameter; journals, 4-¼ in. by 8 in. The average price per car was $4,965.00.



Passenger Car No. 177

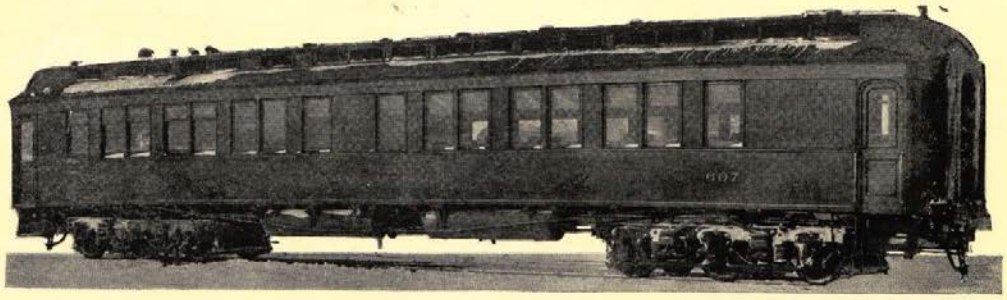
In 1892 the Delaware and Hudson Canal Company purchased fourteen of these cars from the Gilbert Car Works. Length, over end sills, 53 ft. 8 in.; weight 58,300 pounds; oil lamps constituted the lighting system. There were seating accommodations for sixty-two persons. Trucks, four-wheel pedestal type; wheels, steel-tired, 33 in. and 36 in. diameter. The price per car varied from $5,300.00 to $5,800.00.



Single Hopper Gondola Car, 60,000 Pounds Capacity

In 1893 five hundred of these cars, series 12681-13180, were purchased from the Jackson & Woodin Mfg. Company and the Buffalo Car Mfg. Company. The capacity of this unit was 60,000 pounds; light weight 28,800 pounds; underframe, wood; type of hopper doors, single chain; outside length 34 ft. 0 in.; inside length 32 ft. 0 in.; outside width 9 ft. 0 in.; inside width 7 ft. 6 in.; outside height 8 ft. 0 in.; inside height 4 ft. 9 in. Trucks, arch bar type; wheels 33 in. diameter; journals 4-¼ in. by 8 in. Price, $466.28 each.

Photographic illustration is given of the first dining car introduced on our railroad for the convenience of the traveling public.



First Dining Car

In 1893 "Diner" 607 was purchased from the Wasson Manufacturing Company, of Springfield, Mass., and marked the beginning of first class dining service on our lines. It was first placed in service on the Champlain Division and operated on the following schedule:

Southbound—

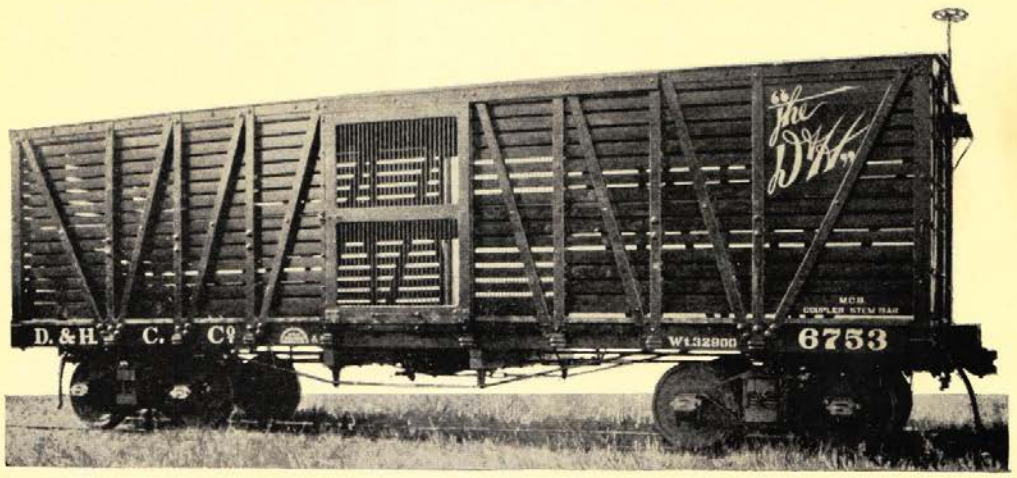
Train No. 4 Lv. Montreal 7:15 A. M.—Breakfast was served.
Train No. 102 Lv. Plattsburg 12:20 P. M.—Dinner was served.

Northbound—

Train No. 101 Lv. Whitehall 3:40 P. M.—Supper was served.

Length over end sills, 62 ft. 4 in.; length of pantry, 6 ft. 8-½ in.; length of dining section, 25 ft.; length of kitchen, 15 ft. 9 in.; capacity, 32 persons. This car, originally number 220, weighed 104,500 pounds, and was of wood construction. Inside finish, oak and mahogany; light, oil lamps; heat, Baker heater. Trucks, pedestal type with steel-tired wheels 36 in. diameter, and 4-¼ in. by 8 in. journals. Price, $13,933.88.

The photograph submitted was taken in later years.



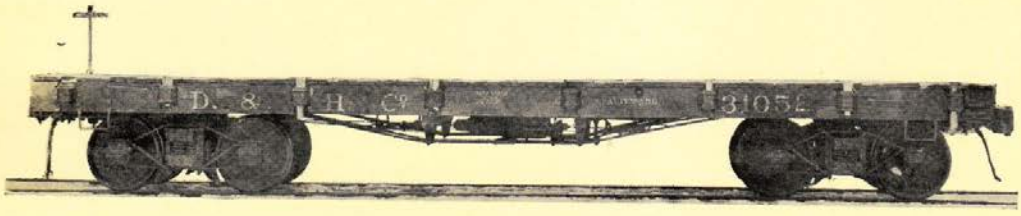
Stock Car, 50000 Pounds Capacity

In 1894 six wooden underframe stock cars were built by the Jackson and Woodin Mfg. Company. The capacity of this car was 50,000 pounds; light weight 32,900 pounds. Price, $488.96 each.



Box Car, 60000 Pounds Capacity

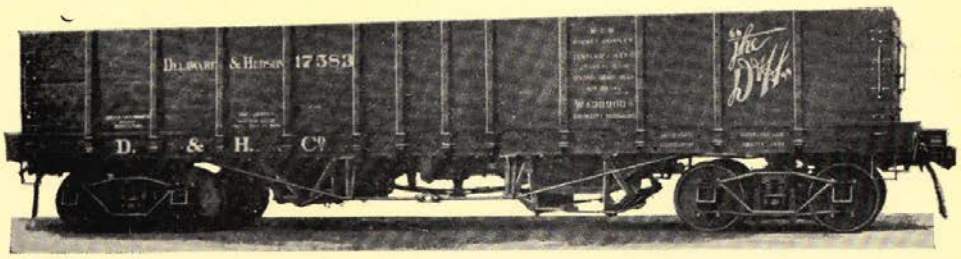
In 1896 one hundred wooden underframe cars of this design were built for our Company by Jackson and Woodin Mfg. Company. The capacity was 60,000 pounds; light weight 31,700 pounds; outside length 33 ft. 0 in.; inside length 33 ft. 4 in.; outside width 9 ft. 4 in.; inside width 8 ft.; outside height 12 ft. 5-½ in.; inside height 7 ft. Trucks, arch bar type with 33 in. cast iron wheels mounted on axles having 4-¼ in. by 8 in. journals. The average price per unit was $559.66.



Flat Car 60000 Pounds Capacity

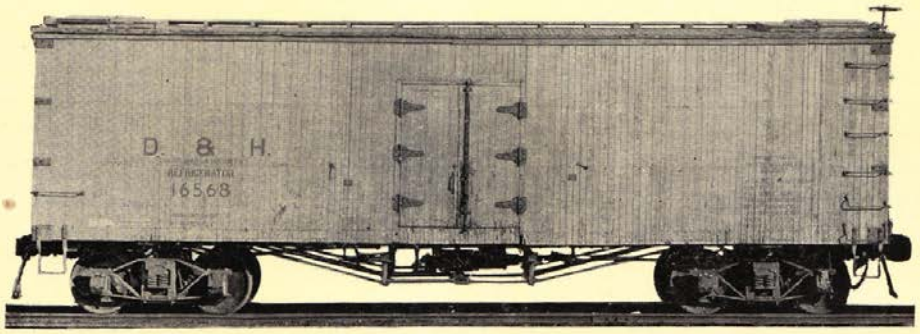
In 1898 one hundred and fifty wooden underframe flat cars were purchased from Jackson and Woodin Mfg. Company. In 1899 one hundred were built at Oneonta. The length of this car was 34 ft.; weight, 24,800 pounds; capacity, 60,000 pounds. The average price per unit, $453.91.

The photographic illustration shows the car as it appeared in work service in later years.



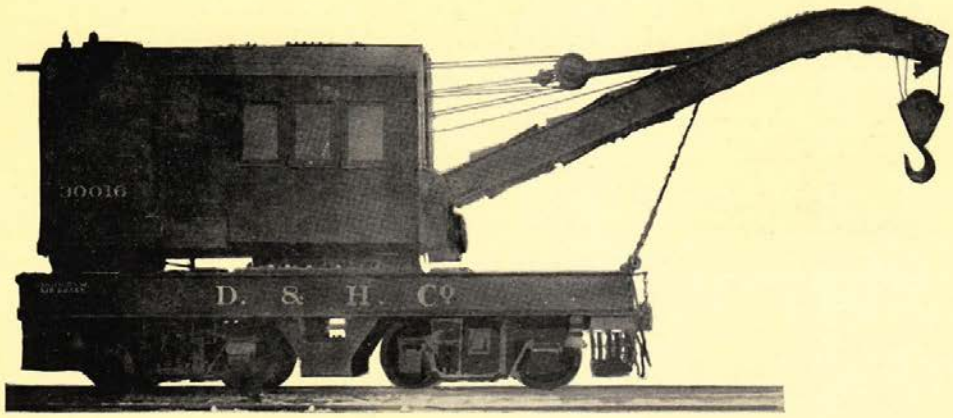
Tandem Hopper Gondola, 80,000 Pounds Capacity

In 1899 one thousand wooden underframe cars of this style were purchased from Murray Dougal and Company and the Jackson and Woodin Mfg. Company. The capacity of this unit was 80,000 pounds; light weight, 38,900 pounds; outside length 37 ft. 11-½ in.; inside length 36 ft. 0 in.; outside width 10 ft. ½ in.; inside width 8 ft. 6-½ in.; outside height 9 ft. 1 in.; inside height 4 ft. 3 in. Trucks, arch bar type; wheels, 33 in. diameter; journals 5 in. by 9 in. Hoppers were equipped with "Johnson Doors." The average price per unit was $759.00.



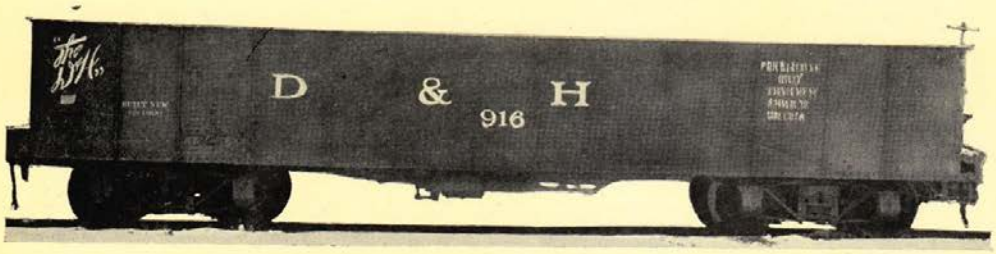
Wooden Underframe Refrigerator

In 1899 our Company purchased twenty-five wooden underframe refrigerator cars from the Union Car Company. Capacity 60,000 pounds; length, outside, 36 ft. 1 in., inside, 35 ft. 2-¼ in.; width, outside, 9 ft. 6 in., inside, 8 ft. 2-¼ in.; height, outside, 12 ft. 7-¾ in., inside 7 ft. 7-⅝ in. Trucks, arch bar type; wheels, cast iron, 33 in. diameter; journals, 4-¼ in. by 8 in. Originally these cars were in the series 16200 to 16224, and later 16550 to 16574. Average price per unit, $957.00.



Steam Wreck Crane, 40 Tons Capacity

Two cranes were purchased from the Industrial Works of Bay City, Mich., in 1900. Weight of crane 69 tons 550 pounds; capacity 40-ton; wheel base 17 ft. 6 in.; length 23 ft. 10 in.; width 8 ft. 7-¾ in.; height 11 ft. 2 in. The average price per crane, $10,950.00.



All-Steel Drop Bottom Gondola, 80,000 Pounds Capacity

One hundred of these cars, Nos. 819-918, were purchased from the American Steel Foundry Company in 1900. The capacity of this unit was 80,000 pounds; light weight 34,800 pounds; outside length 35 ft. 7 in.; inside length 34 ft. 9 in.; outside width 9 ft. 3 in.; inside width 9 ft. 2 in.; outside height 7 ft. 3 in.; inside height 3 ft. 10 in. Trucks, arch bar type; wheels 33 in. diameter; journals 5 in. by 9 in. The average price, $1,180.00 each.

On January 3, 1899, the Gravity road was operated for the last time in its entirety as a gravity line. On the following day its operation as a locomotive road over the loaded track between Honesdale and Waymart commenced.

Recapitulation of Passenger, Freight and Other Cars

PASSENGER SERVICE:

228—First class passenger cars.
13—Second class passenger cars.
30—Combination cars.
1—Dining car.
87—Baggage, Express and Postal cars.
36—Summer excursion cars.
5—Other cars in passenger service.

400—Total cars in passenger service
Total seating capacity (estimated) 22,400 persons or an average of 56 persons per car.

FREIGHT SERVICE:

4,192—Box cars,	102,173	ton capacity,	24.37 avg. tons cap. per car
801—Flat cars,	18,385	ton capacity,	22.95 avg. tons cap. per car
135—Stock cars,	2,495	ton capacity,	18.48 avg. tons cap. per car
7,875—Coal cars,	242,825	ton capacity,	30.83 avg. tons cap. per car
27—Refrigerator cars,	790	ton capacity,	29.26 avg. tons cap. per car
143—Caboose cars,	....		....
13,173—Total cars in freight service	365,668	ton capacity,	28.14 avg. tons cap. per car

COMPANY SERVICE:

8—Derrick cars.
4—Private and Pay cars.
27—Gravel cars.
2—Wrecking cranes, 40-tons capacity.
24—Other road cars.

65—Total cars in company service.

13,638—Total equipment.

Freight Equipment

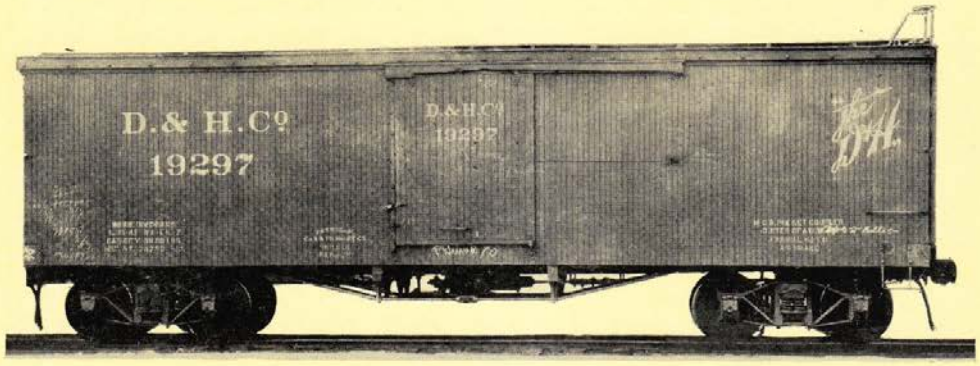
Capacity and Construction

December 31, 1899	CAPACITY					CONSTRUCTION			
Class of Car	30,000	40,000	50,000	60,000	80,000	All Wood	Steel Undf.	All Steel	Total
Box	1,096	219	992	1,885	....	4,192	....	....	4,192
Stock	97	7	6	25	....	135	....	....	135
Refrigerator	....	2	....	25	....	27	....	....	27
Total	1,193	228	998	1,935	....	4,354	....	....	4,354
Gondola	105	245	207	....	400	857	....	100	957
Hopper	....	55	2,997	1,549	2,317	6,918	....	....	6,918
Flat	198	182	141	250	....	771	....	....	771
Total	303	482	3,345	1,799	2,717	8,546	....	100	8,646
All Others	....	....	30	....	....	30	....	....	30
Grand Total	1,496	710	4,373	3,734	2,717	12,930	....	100	13,030
Cabooses	....	....	....	....	....	143	....	....	143

Total steam mileage—767.90

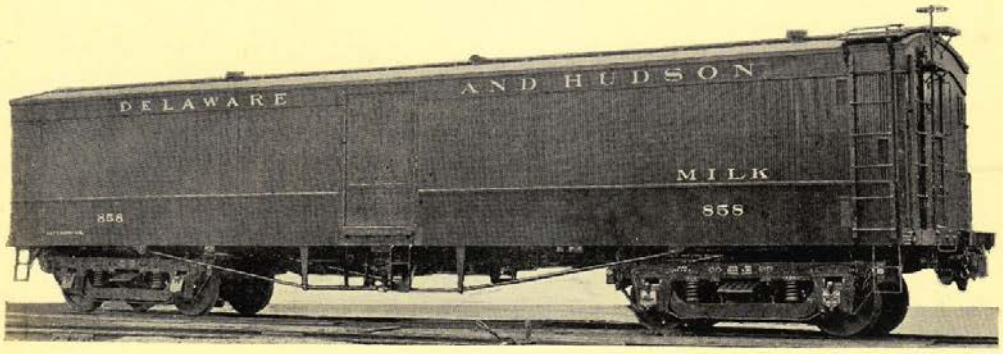
Period 1900 to 1910

WITH THE advent of the air brake and automatic coupler the inadequacy of the all-wood car of light construction, as well as the need of greater unit carrying capacity, was recognized. Marked progress in acquiring suitable equipment to meet the conditions obtaining and to permit of handling a large increase in coal tonnage and other traffic, is recorded in this decade.



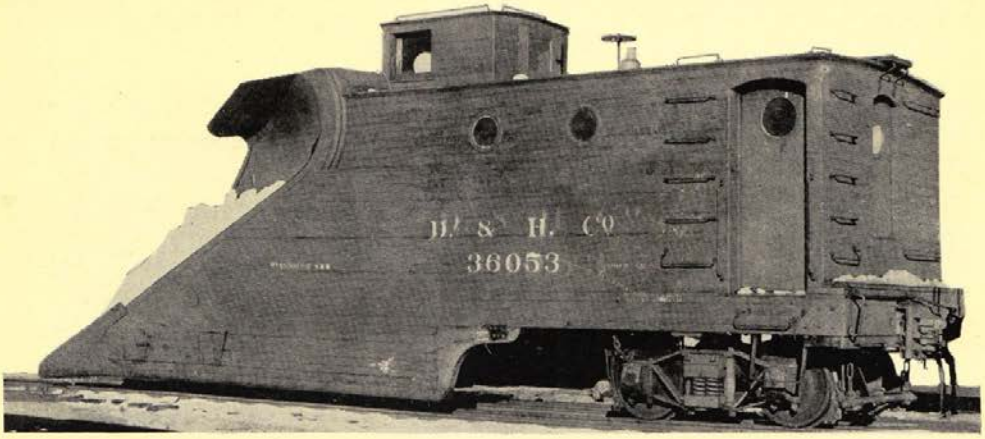
Box Car, 60,000 Pounds Capacity

In 1901 and 1903 five hundred cars of this design were built for our Company by the American Car and Foundry Company, Berwick, Pa. These cars were of wood construction; weight 32,750 pounds; capacity 60,000 pounds; length, outside, 36 ft., inside, 35 ft. 4-¾ in.; width, outside, 9 ft. 5 in., inside, 8 ft.; height, outside, 12 ft. 6 in., inside, 7 ft. Trucks, arch bar type; wheels, cast iron, 33 in. diameter; journals 4-¼ in. by 8 in. Price of first lot (250), $770.93 each and the second lot (250), $875.40 each.



Milk Car Built at Oneonta

During this period sixty wooden underframe milk cars, of the design illustrated, were provided to handle the rapidly growing milk traffic on the Susquehanna and Saratoga divisions, and to avoid use of foreign cars. These cars were built at Oneonta shops. Capacity, 60,000 pounds; length, over end sills, 50 ft.; weight, 60,400 pounds; inside finish, pine; trucks, four-wheel, pedestal type; wheels, steel 36 in. diameter; journals, 5 in. by 9 in. The first cars built cost about $2,201.00.



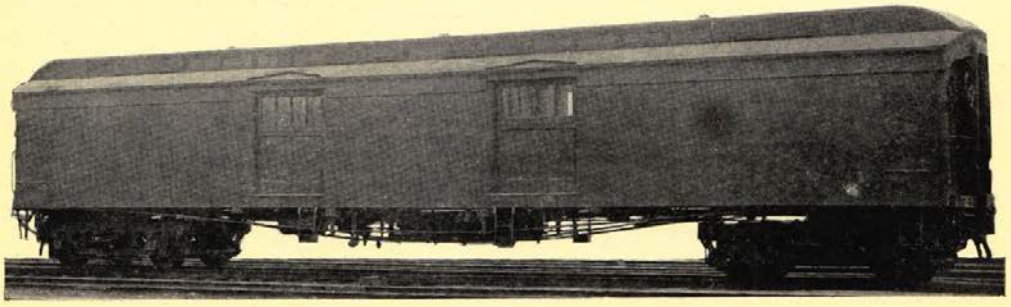
Russell Snow Plow, No. 36053

Illustrative of the type of snow plow purchased in this decade:

Year	Plow. No.	Single or Double Track	Weight	Length	Builders
1902	36053	Single	48,300	34 ft. 9 in.	R. C. & S. P. Co.
1904	36050	Single	48,100	34 ft. 9 in.	R. C. & S. P. Co.
1904	36051	Single	48,000	34 ft. 9 in.	R. C. & S. P. Co.
1904	36052	Single	47,000	34 ft. 9 in.	R. C. & S. P. Co.

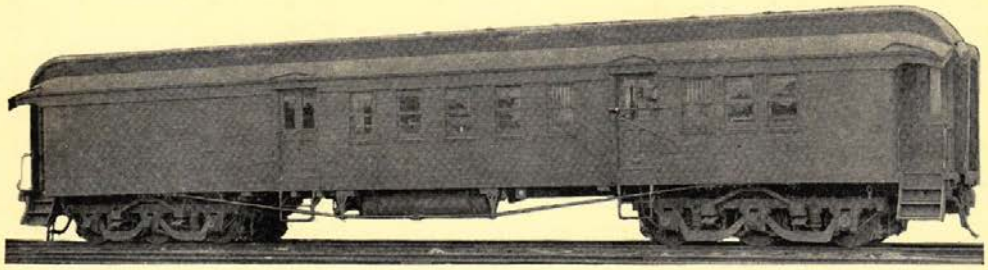
In 1910 our Company purchased two double track snow plows, Nos. 36054 and 36055, from the Russell Car and Snow Plow Company.

The price of single track plows was $2,100.00 each and the double plows $4,922.50 each.



Baggage Car Built in 1901

Baggage car No. 452, originally No. 469, was built at our Company's shops at Oneonta in 1901. Length, over end sills, 61 ft.; weight, 68,300 lbs.; wood construction; trucks pedestal type; wheels forged steel 36 in. diameter; journals 5 in. by 9 in. The Company built twenty-two cars of this design at Oneonta and Green Island in this period. In 1907 five similar baggage cars were purchased from The American Car and Foundry Company. These were equipped with steel underframes. Cost, wood underframe $3,205.79 and steel underframe $5,624.60, per car.



Postal Car

Three cars of this type were built by our Company at Green Island in 1901. Length over end sills, 61 ft.; weight, 90,800 lbs.; vestibule, Gould, narrow; platform, Gould, composite; inside finish ash; length of mail compartment 60 ft. 6 in.; width 9 ft. 1 in. Ten four-flame gas lamps furnished the light and heat was supplied by direct steam. Trucks were of the six-wheel pedestal type. Wheels forged steel 36 in. diameter; journals 4-¼ in. by 8 in. These cars were originally of wood construction. This photograph was taken at a later date after car was reinforced and otherwise improved. The design, however, was not disturbed and is representative of the original cars. The average price per car was $6,179.70.

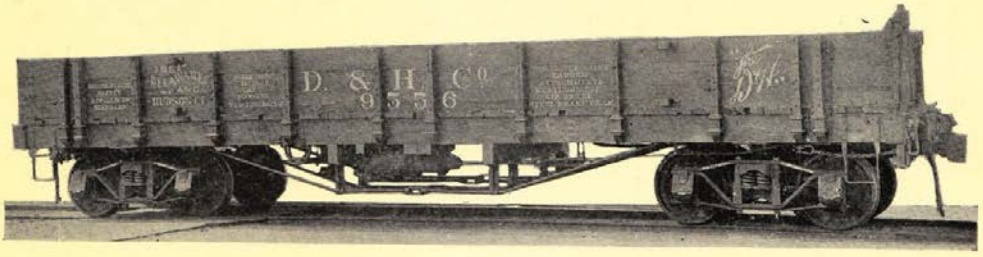


Track Scale Test Weight Car

The test car illustrated was built by our Company at the Green Island Shops in 1901. It is constructed entirely of metal, has a four-wheel truck, and the two axles set accurately parallel and absolutely square with the longitudinal axis of the car. The weight of the car is 60,000 pounds.

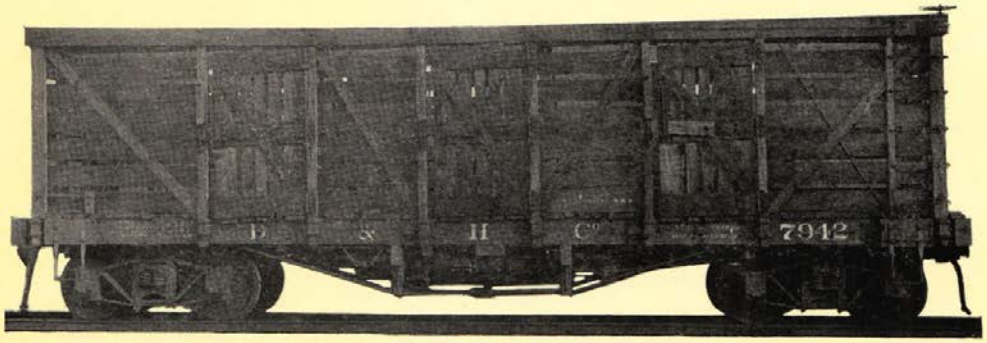
Scales are often thrown out of adjustment by severe and constant usage and frequent tests must be made to determine whether they are accurately calibrated.

To ascertain whether the track scales are accurate, test car is placed over each section of scales and the scales adjusted to the weight of the test car by means of nose irons on scale levers.



Low Side Gondola, 80,000 Pounds Capacity

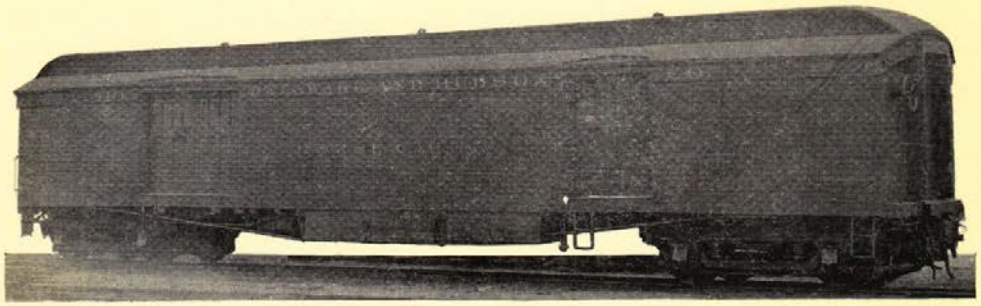
In 1902 three hundred wood-underframe low side gondola cars were built by The American Car and Foundry Company. Length, 36 ft.; width, 9 ft. 8 in.; height, 9 ft. 4-½ in.; capacity, 80,000 pounds; weight, 32,700 pounds. Trucks, arch bar type; wheels, cast iron, 33 in. diameter; journals, 5 in. by 9 in. Average price per unit, $869.39.



Wood Underframe Rack Car

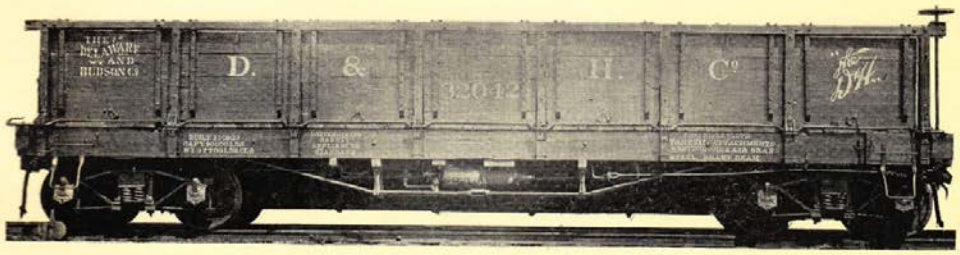
Car illustrated was originally a flat car built by the American Car and Foundry Company in 1902. Wooden racks were, from time to time, applied to flat cars for pulpwood service. Length, over end sills, 36 ft. 2 in.; width, over side sills, 10

ft. 8 in.; height, 12 ft. 9 in. Length of rack, inside, 34 ft. ½ in.; width of rack, inside, 8 ft. 8-½ in.; height of rack, inside, 7 ft. 3-¼ in.; capacity, 80,000 pounds; average weight, 34,000 pounds. Trucks, arch bar type; wheels, cast iron, 33 in. diameter; journals, 5 in. by 9 in.



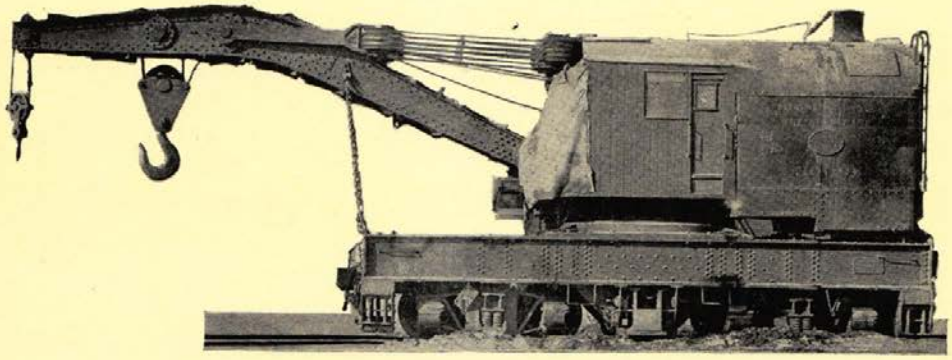
Wood Underframe Horse Car, Built in 1902

Our Company built three of these horse cars at Oneonta. Length over end sills, 60 ft. 9 in.; weight, 71,600 pounds; number of stalls, 12; inside finish, poplar; lighting system, gas lamps; heat, direct steam. Trucks, four wheel pedestal type; wheels, steel-tired 36 in. diameter; journals 5 in. by 9 in. Average cost per car, $3,600.00.



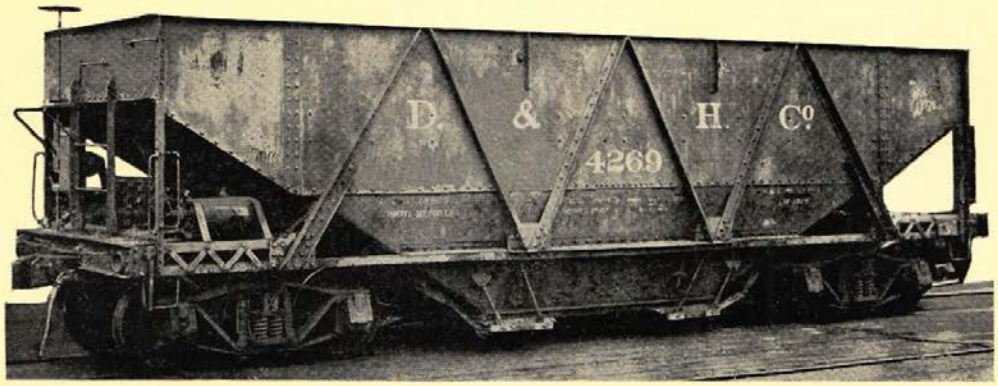
Rodger Ballast Car

In 1903 fifty wood-underframe Rodger Ballast Cars, series 1 to 50, later changed to 32000 to 32050, were built by the American Car and Foundry Company. Length, 36 ft.; width, 10 ft. 4 in.; height, 8 ft. 7-½ in.; capacity, 80,000 pounds; average weight, 35,500 pounds. Trucks, arch bar type; wheels, cast iron, 33 in. diameter; journals, 5 in. by 9 in. Price per car, $987.22.



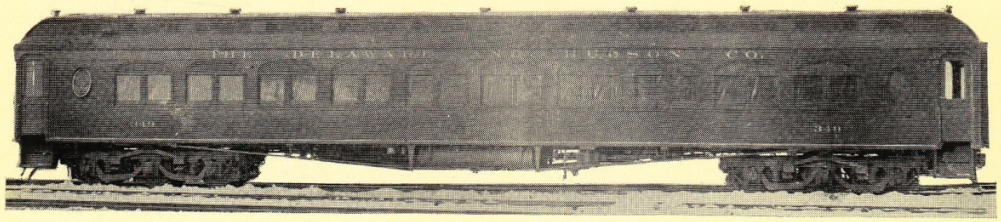
Steam Wrecking Crane, 100 Ton Capacity

In this period three 100-ton capacity steam wrecking cranes were purchased from the Industrial Works, Bay City, Michigan. Two of these, Nos. 30018 and 30-019, were received in 1904. These were the first 100-ton capacity cranes acquired by our Company. In 1907 a similar crane, No. 30015, was purchased. The average weight of these cranes was 208,000 pounds. No. 30018 cost $15,000.00, No. 30-019, $14,000.00 and No. 30015, $14,300.00.



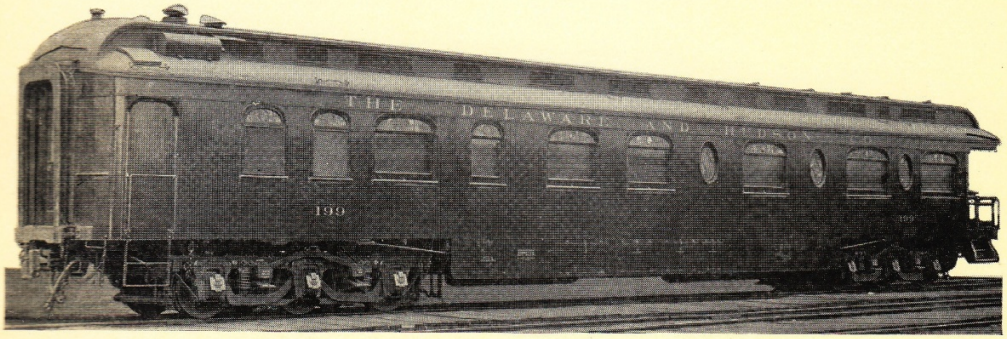
All-Steel Hopper Car, 50 Tons

In 1904 fifty all-steel hopper gondola cars were purchased from the American Car and Foundry Company. Length, 33 ft. 6 in.; width, 10 ft. 0-⅝ in.; height, 10 ft. 8-½ in.; capacity, 100,000 pounds; average weight, 38,500 pounds. Trucks, arch bar type: wheels, cast iron, 33 in. diameter; journals, 5-½ in. by 10 in. Price per car $1,242.85.



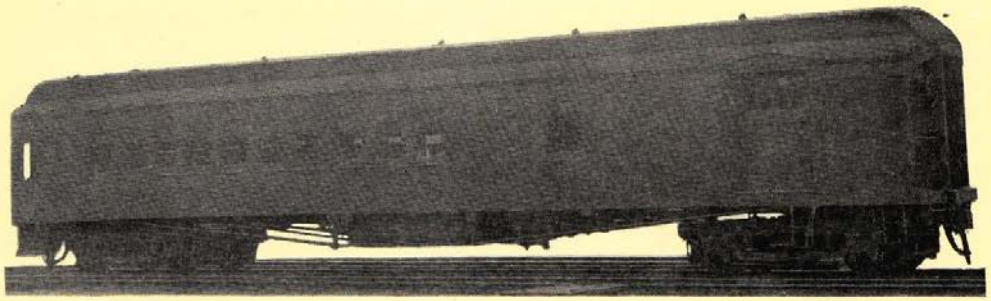
Passenger Coach Built in 1904

In 1904 twenty coaches of the modern design illustrated were built for our Company by Barney and Smith Car Company. In 1907 six more coaches were built. These cars were of substantial wood construction. Weight, 111,700 pounds. Length, over end sills, 70 ft. Vestibules were the wide Gould type. Interior finish was mahogany; seats, reversible upholstered in plush; seating capacity, 84. Heat, direct steam. Light, gas lamps. Trucks, six-wheel; wheels, forged steel, 36 in. diameter; journals, 4-¼ in. by 8 in. Brakes, New York Air; signals, air. Coaches built in 1904 cost $8,925.68 each. Those built in 1907 cost $10,567.68 each.



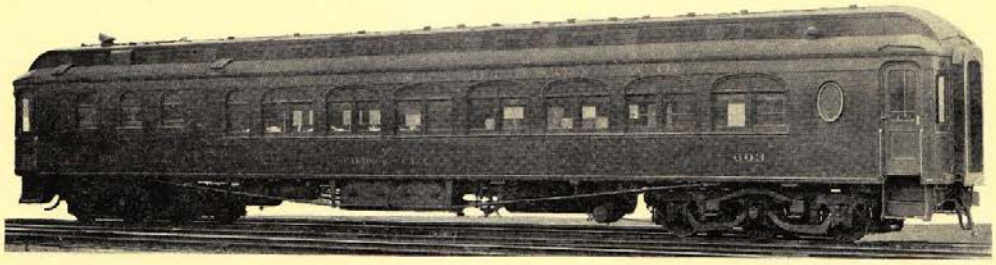
Private Car No. 199, Built in 1904

The body and trucks of this car were built at Oneonta Shops. The interior was completed at the Dayton plant of Barney and Smith Car Company. Length, over buffers, 76 ft. 10-¾ in.; length, over end sills, 67 ft. The observation section was 16 ft. long, dining section 13 ft., kitchen, 6 ft. 6 in., and pantry, 3 ft. 2 in. Underframe was wood; interior finish, oak; buffers, Gould, steel; draft rigging, steel. There were two staterooms, six berths and two folding beds. Weight, 119,000 pounds. Light, gas. Heat, Baker heater and direct steam. Trucks, six wheel; wheels, 36 in. diameter, steel; journals, 4-¼ in. by 8 in.



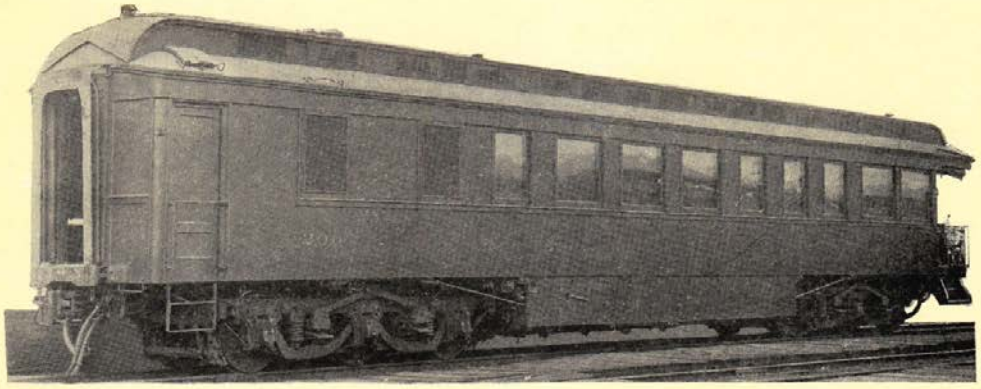
Passenger and Baggage Car, Built in 1904

Five combination passenger and baggage cars were built at Oneonta in 1904 and 1905. Length, over end sills, 60 ft. 10-½ in.; length of baggage compartment, 26 ft. 2-¾ in.; seating capacity, 42 persons. Light, gas. Heat, direct steam. These cars were originally of wood construction with a light weight of about 76,430 pounds. Trucks, four-wheel, of composite construction; wheels, steel, 36 in. diameter; journals, 5 in. by 9 in. Average price per car, $5,605.78.



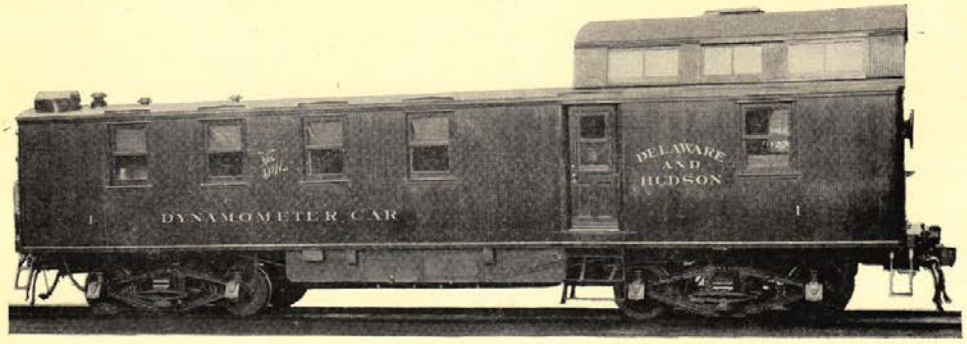
Parlor Cafe Car

Four parlor-cafe cars were built for our Company by the Barney and Smith Car Company in 1904 and 1907. These cars, originally, were of wood construction; length, over end sills 72 ft.; length of dining section, 24 ft. 4-½ in. with seating capacity for 30 persons; length of parlor section, 20 ft. 5 in. with seating capacity for 28 persons. Inside finish, mahogany; kitchen compartment, cherry. Trucks, six-wheel pedestal type; wheels, forged steel, 36 in. diameter; journals, 4-¼ in. by 8 in.; weight, 118,000 to 123,850 pounds; lighting system, gas; heat, direct steam. Cars 600, 601 and 602 built in 1904, cost $10,171.06 each. Car 604 built in 1907, cost $13,943.38.



Private Car No. 200

This car was purchased from the Wasson Mfg. Company in 1893. It, originally, was a wooden underframe car. Interior finish, mahogany and ash; weight, 69,300 pounds; trucks, four-wheel pedestal type. In 1904 car was rebuilt at our shops at which time underframe was reinforced with steel channels and six-wheel trucks installed. Length, 65 ft. 5 in.; weight, 122,000 pounds; light, gas; heat, direct steam and Baker heater. The original interior finish was not changed.



Dynamometer Car

Dynamometer Car No. 1 was built by our Company at Green Island Shops in 1905. The length over end sills was 46 ft. 8 in.; inside finish, ash; trucks, Bettendorf type; wheels, steel tired, 33 in. diameter; journals, 5 in. by 9 in.; weight, 75,600 pounds. The purpose of this car is to provide a means of obtaining pounds required back of locomotive tender, to move a train. The car is equipped with a weighing apparatus consisting of two sets of helical springs, grouped in a housing, which transmits through suitable connections, the intensity of the resistance of train being pulled or pushed which is recorded on a chart passing over a Recording table, under an oscillating arm.

Wendell:

Re: Dynamometer Car, note near bottom of page 57, about "helical springs"

Still unexplained, is <u>how</u> the springs are calibrated, to obtain a chart factor whereby motion of the pen is readable directly in pounds of drawbar pull, as train moves over various conditions of track gradient

The intensity of force is measured in pounds on chart by a scale, proportioned to the calibration of the draw bar springs. The location of mile posts, stations, signals, time, and other data pertinent to tests, are also recorded on this chart in proper relation to draw bar pull or push curve. Briefly stated, it permits a comparative study of locomotive performance under varying condition, as for example:

(a) Locomotives equipped with and without certain appliances or refinements.

(b) Comparison between types of locomotives for different service.

(c) Between different makes of equipment and used under various road conditions.

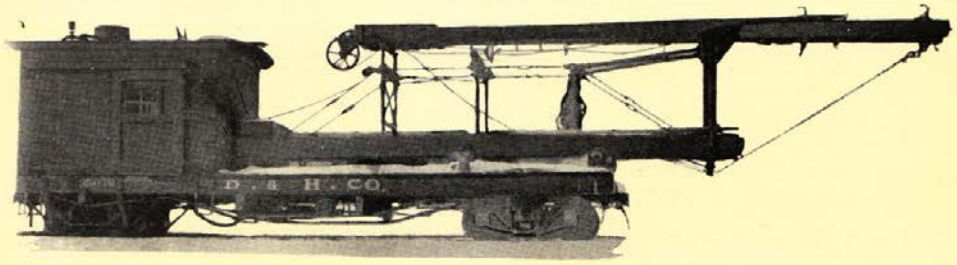
(d) Between different train haul conditions.

These items which enter into locomotive and train operation have a direct bearing on draw bar pull, and upon efficient draw bar pull, to a great extent, depends income.

This car is also equipped with sleeping berths, kitchen, heating apparatus, drinking water and toilet facilities for the convenience of the Dynamometer crew when temporarily away from headquarters.

Early in this period the Baker Heater and the Commingler heating systems, which had been installed in our passenger train cars in previous years, were removed in favor of direct steam, a system very simple in construction. Briefly, by way of description, this system was transmitted at low pressure from the locomotive throughout the train by the agency of steam. The steam admission valves were located in about the middle of the car, one on each side, operating independently of each other. A blow-off valve and thermostatic trap allowed discharge of condensation. In private and special work cars the Baker Heater was maintained for emergency use.

About 1915 the Vapor Car Heating System was introduced on our railroad. The Vapor System of car heating consists of a number of properly arranged heating coils inside of a car, into which may be admitted live steam taken from the train pipe after it has first been reduced to steam at atmospheric pressure by passing through a Vapor Regulator underneath the car. The heating pipes inside the car are divided into several independent coils or sections of radiating pipes, which permit accurate regulation of the amount of heat given to the different parts of the car. This system, at first, was hand operated and later the automatic temperature regulation, thermostatically controlled, was introduced.



Pile Driver

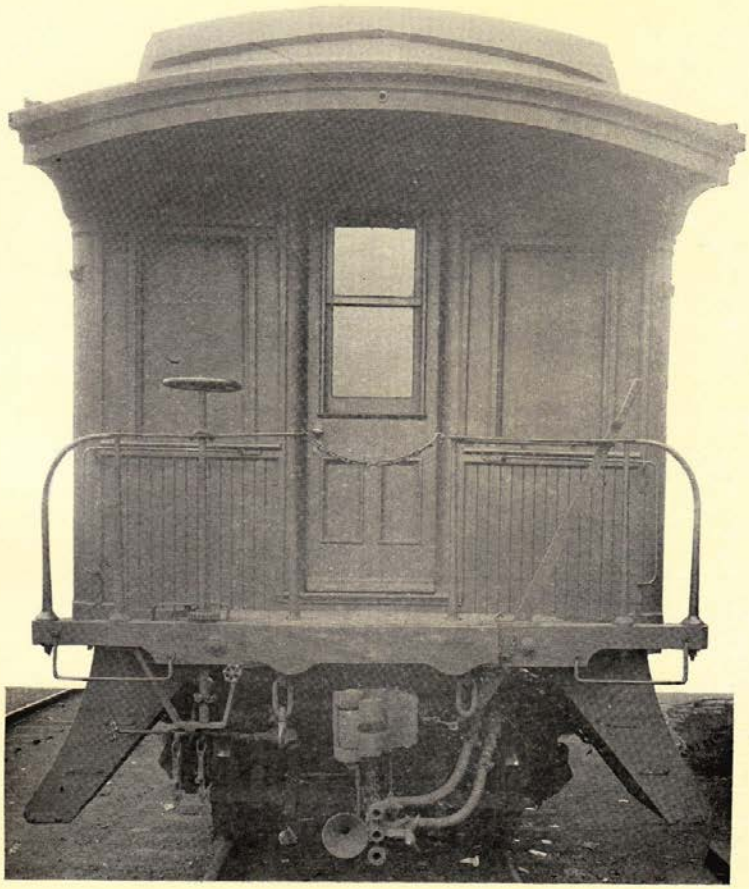
Pile Driver No. 35079 was purchased from the Industrial Works, Bay City, Michigan, and mounted on a wood underframe platform car in 1903.

During 1906 and 1908, experimental service tests were conducted on our railroad with the Kelly-Arnold Automatic Air and Steam Coupler. The purpose of this device was to eliminate entirely coupling by hand or signal, air and steam lines between passenger train cars.

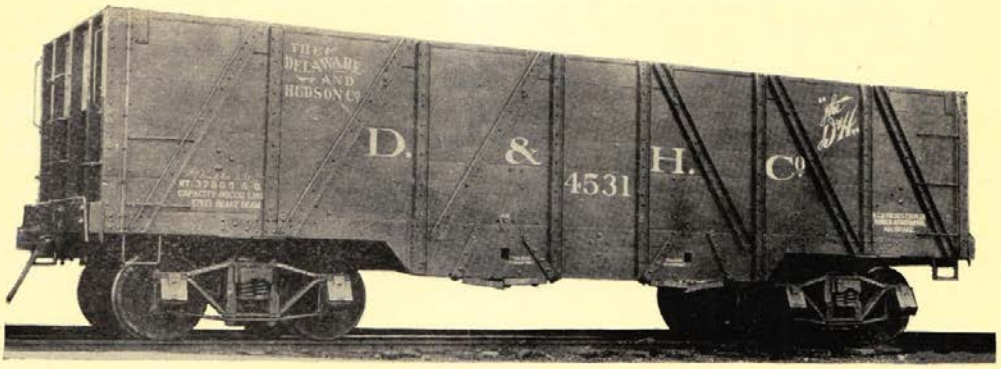
After a series of demonstrations, this automatic appliance was removed as it was found to be impracticable for railroad train service. In theory, the idea as conceived was an excellent one; however, the device was still in the experimental state and had not been developed to the stage of perfection.

The inventors were J. L. Arnold, Engineman, and George Kelly, Brakeman; both employed by our company.

A photographic illustration is given of the end of a coach equipped with the Kelly-Arnold coupler.



View of a Coach Equipped with the Kelly-Arnold Coupler



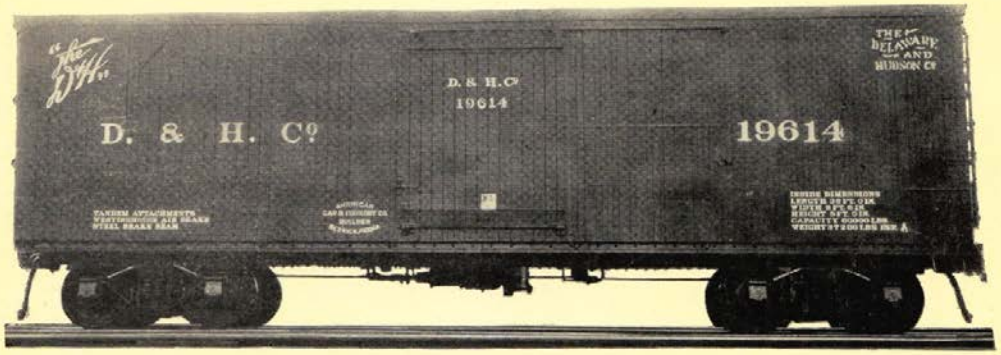
Twin Hopper Gondola—85,000 Pounds Capacity

One hundred and fifty gondola cars of composite construction—metal and wood—were built at our shops at Oneonta in 1905 and 1906. Length, 34 ft.; width, 9 ft. 2 in.; height, 9 ft. 6-3/8 in.; average weight, 37,200 pounds; capacity, 85,000 pounds. Hoppers were equipped with Dunham Dumping Device Doors. Trucks, arch bar, cast iron 33 in. wheels mounted on axles having 5 in. by 9 in. journals. The average cost per unit was $976.63.



Steel Underframe Flat Car—85,000 Pounds Capacity

In 1906 and 1907 five hundred flat cars of this design were purchased from the American Car and Foundry Company. Length, 34 ft.; width, 9 ft. 2 in.; height, 3 ft. 11-3/4 in.; weight, 30,400 pounds; capacity, 85,000 pounds. Trucks, arch bar, cast iron 33 in. wheels and 5 in. by 9 in. journals. The average price per unit was $918.41.

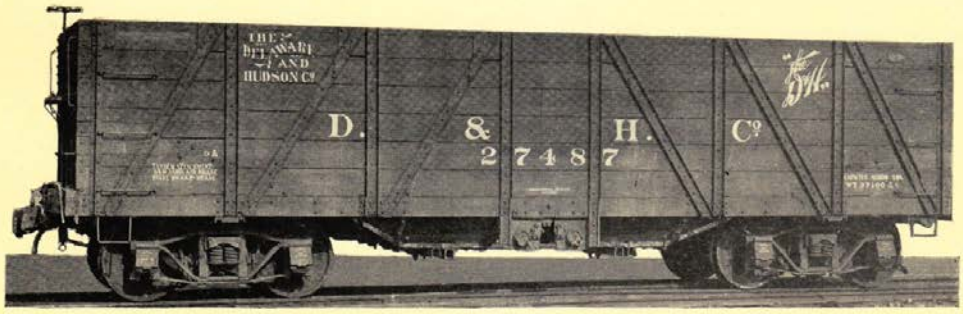


Steel Underframe Box Car—60,000 Pounds Capacity

In 1907 two-thousand eight hundred double sheathed box cars with steel underframes were built by the American Car and Foundry Company. Outside dimensions; length, 37 ft. 1-⅝ in.; width, 9 ft. 9 in.; height, 13 ft. Inside dimensions: length, 36 ft.; width, 8 ft. 6 in.; height, 8 ft. Average weight, 34,800 pounds. Carrying capacity, 60,000 pounds. Roof, inside, metal. Trucks, arch bar, cast iron 33 in. wheels; journals 4-¼ in. by 8 in. The average price per unit, $1,111.34.

The growing demand for merchandise cars suitable for expeditious and safe handling in long trains, led to the selection of this improved type car. Note the following tabulation:

Weight of Car	Load	Total	Load to Total Wt.	Ratio of Dead Weight to Carrying Capacity
34,800	60,000	94,800	63%	1.72



Twin Hopper Gondola—85,000 Pounds Capacity

In 1906 and 1907 there were six thousand cars of this type added to our coal car equipment. These cars were built by the American Car and Foundry Company. The body was of composite construction, underframe of steel and superstructure of wood with metal frame. Average weight, 37,100 pounds; capacity, 85,000 pounds; length, 34 ft.; width, 9 ft. 2 in.; height, 9 ft. 6-⅜ in. Hoppers were equipped with the Improved Dunham Door Arrangement. Trucks, arch bar type; wheels, cast iron 33 in.; journals, 5 in. by 9 in. The average price per unit $1,095.39.

In the selection of a suitable coal car of composite construction, the art of car building was carefully studied to increase unit carrying capacity and minimize dead weight. The following table suggests that the objects sought were, to an extent, realized:

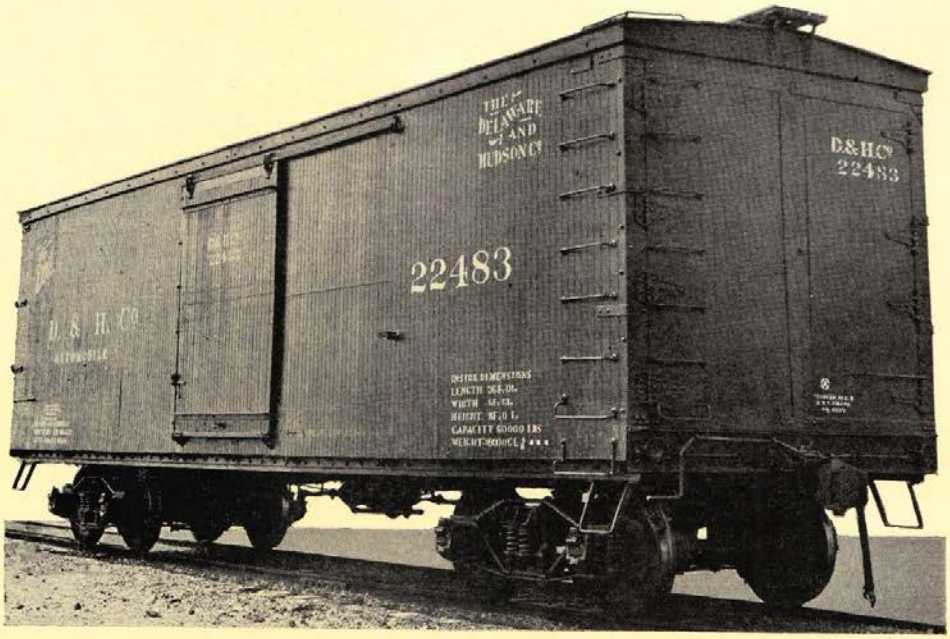
Weight of Car	Load	Total	Load to Total Wt.	Ratio of Dead Weight to Carrying Capacity
37,100	85,000	122,100	70%	2.29

Contrasting this with the situation thirty years previous when the dead weight exceeded the carrying capacity, the progress made is obvious.



Steel Underframe Stock Car

In 1907 our Company purchased one hundred steel underframe stock cars from the American Car and Foundry Company. Length, 36 ft. 7-⅝ in.; width, 9 ft. 7 in.; height, 13 ft. 2-½ in.; capacity, 60,000 pounds; weight, 38,400 pounds. Trucks, four-wheel arch bar type; wheels, cast iron, 33 in. diameter; journals, 4-¼ in. by 8 in. The average price per unit was $1,486.45.



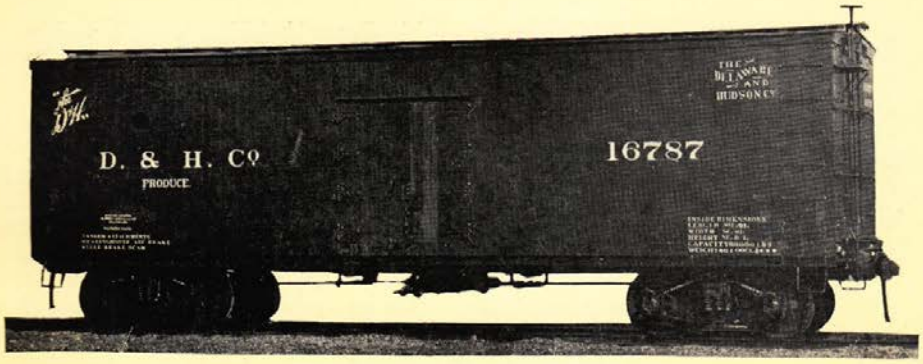
Steel Underframe Automobile Car—60,000 Pounds Capacity

Two hundred steel underframe automobile cars, serial numbers 20900-20999; 22400-22499, as illustrated, were purchased from the American Car and Foundry Company in 1907. Length, 37 ft. 1-⅝ in.; width, 9 ft. 9 in.; height, 13 ft. 9 in.; capacity, 60,000 pounds; average weight, 35,000 pounds. Trucks were of the arch bar type; wheels, 33 in. diameter, cast iron; journals, 4-¼ in. by 8 in. The average price per unit was $1,118.41.



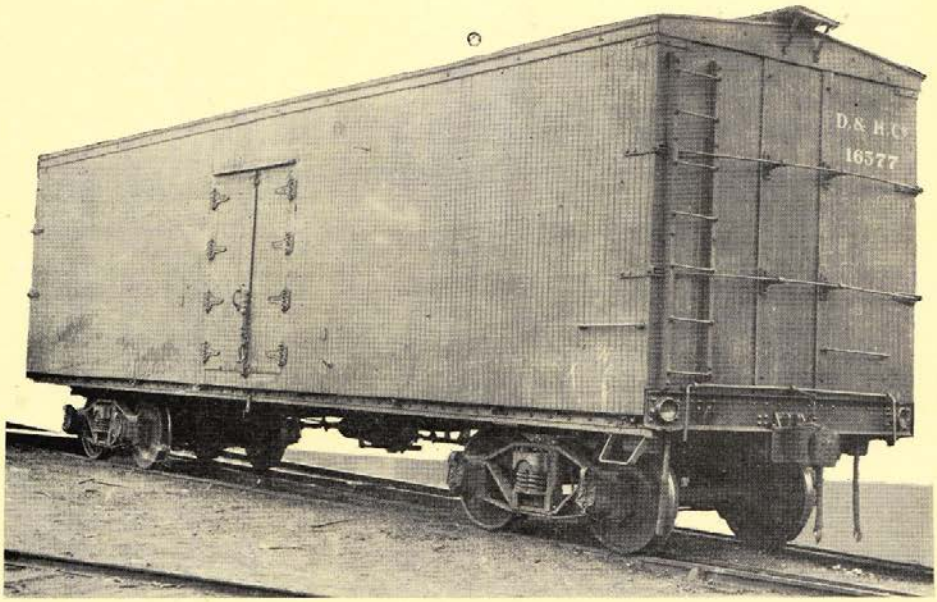
Steel Underframe Gondola Built in 1907

In 1907 there were one thousand steel underframe gondola cars, serial numbers 37000-37999, purchased from the American Car and Foundry Company. Length, 34 ft. 7-¾ in.; width, 10 ft. 1-½ in.; height, 7 ft. 9 in.; average weight, 35,500 pounds; capacity, 85,000 pounds. Trucks, four-wheel arch bar type; wheels, cast iron, 33 in. diameter; journals, 5 in. by 9 in. The average price per unit $1,063.16.



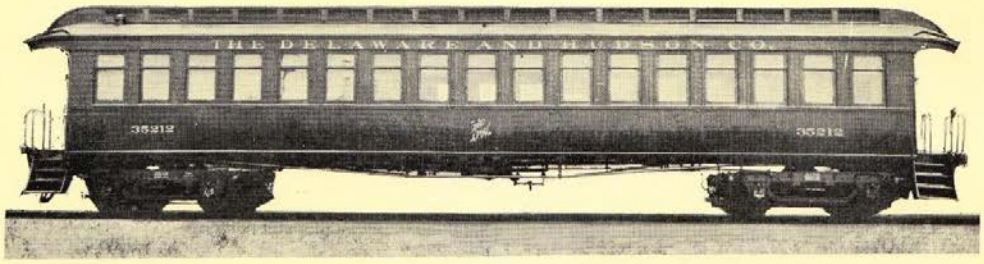
Steel Underframe Produce Car—60,000 Pounds Capacity

In 1907 our Company purchased one hundred steel underframe produce cars from the American Car and Foundry Company. Capacity, 60,000 pounds; average weight, 40,100 pounds; length, outside, 36 ft. 10-¾ in.; length, inside, 36 ft.; width, outside, 9 ft. 8 in.; width, inside, 8 ft. 6 in.; height, outside, 13 ft. 9 in.; height, inside, 8 ft. Trucks, four-wheel, arch bar type; wheels, cast iron, 33 in. diameter; journals, 4-¼ in. by 8 in. The average price per unit was $1,120.50.



Steel Underframe Refrigerator—60,000 Pounds Capacity

In 1907 our Company purchased twenty steel underframe refrigerator cars from the American Car and Foundry Company. Length, 36 ft. 9-¾ in.; width, 9 ft. 6 in.; height, 12 ft. 5-7/16 in.; capacity, 60,000 pounds; average weight, 43,200 pounds. Trucks, four-wheel, arch bar type; wheels, cast iron, 33 in. diameter; journals 4-¼ in. by 8 in. The average price per unit $1,644.90.



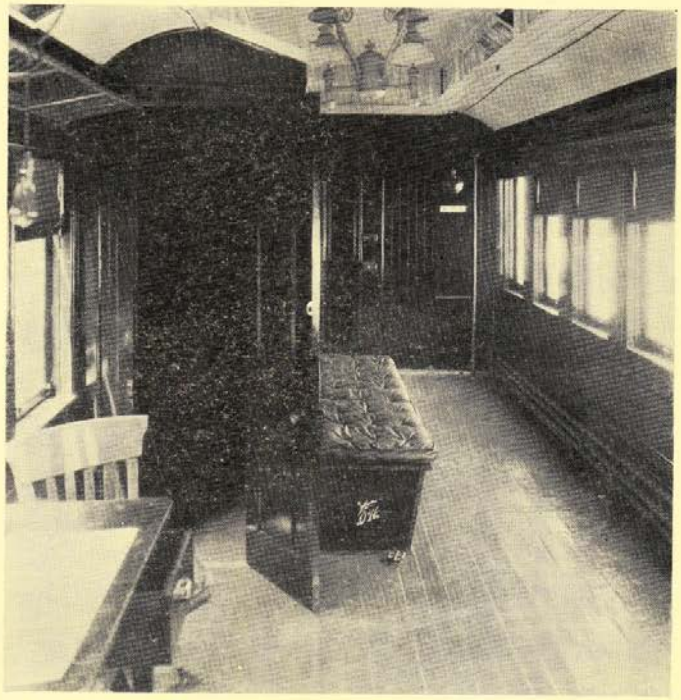
Hearing and Vision Test Car No. 35212

In 1907 our Company converted coach 179 into Test Car No. 35212. Length over end sills, 53 ft. 8 in.; weight, 59,600 pounds.

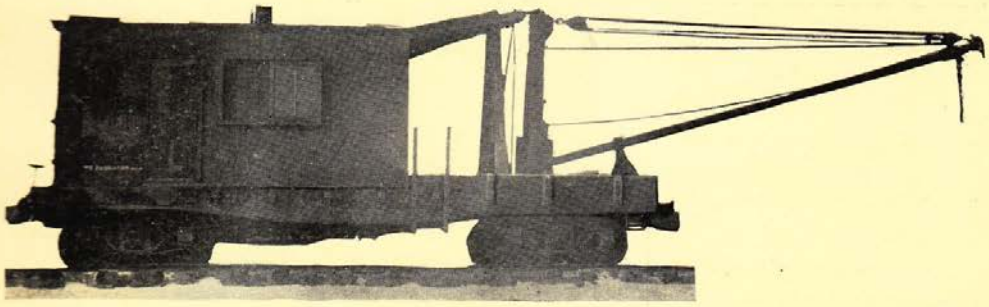
This car is provided with special equipment to examine employes for hearing, vision and color perception. Car inspectors, as well as train crews and other employes whose duties require them to use or be governed by prescribed signals, are examined every two years by an Eye and Ear Specialist appointed by the Company's Chief Surgeon.

In 1902 the Master Car Builders' Association included in the rules, as a recommended practice, the examination of car inspectors for hearing, vision and color sense.

As early as 1885 our Company had issued an order that it was of vital importance as a measure of safety to the traveling public and employes, that train crews and other employes whose duties required, should be examined for acuteness of hearing and vision.

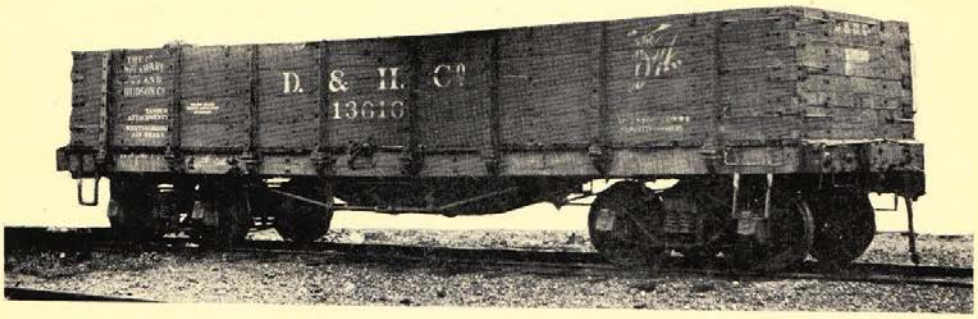


Interior of Hearing and Vision Test Car No. 35212



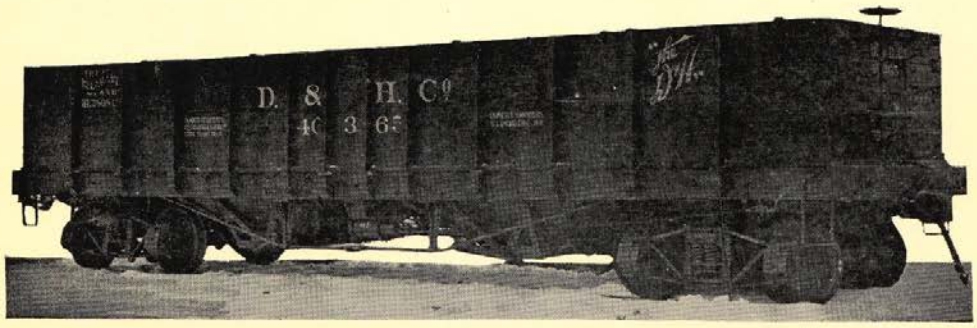
Steam Operated Derrick

The above illustrated derrick was built by our Company and mounted on a steel underframe platform car in 1907. It has a hoisting capacity of 3 tons.



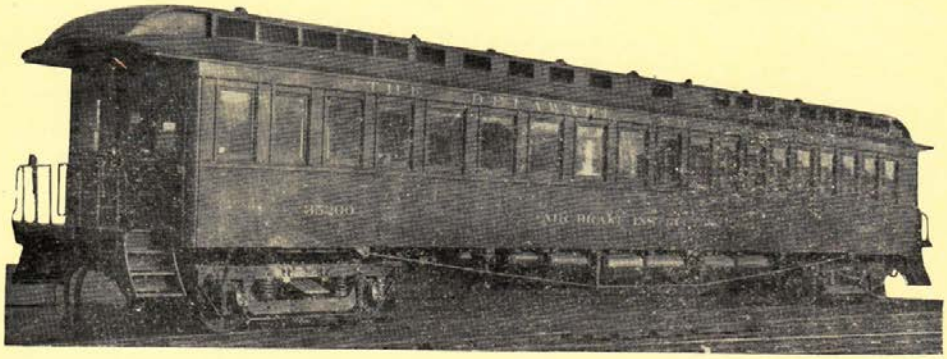
Steel Center Sill Single Hopper Car

In 1909 and 1910 two hundred and sixty wood underframe single hopper cars were rebuilt and equipped with steel center sills by the American Car and Foundry Company at Berwick, Pa., and by our Company at Oneonta, N. Y. Capacity, 60,000 pounds; average weight, 31,500 pounds; length, outside, 34 ft., inside, 32 ft.; width, outside, 10 ft., inside, 8 ft. 6 in.; height, outside, 8 ft., inside, 4 ft. Trucks, arch bar type; wheels, cast iron, 33 in. diameter; journals 4-¼ in. by 8 in.



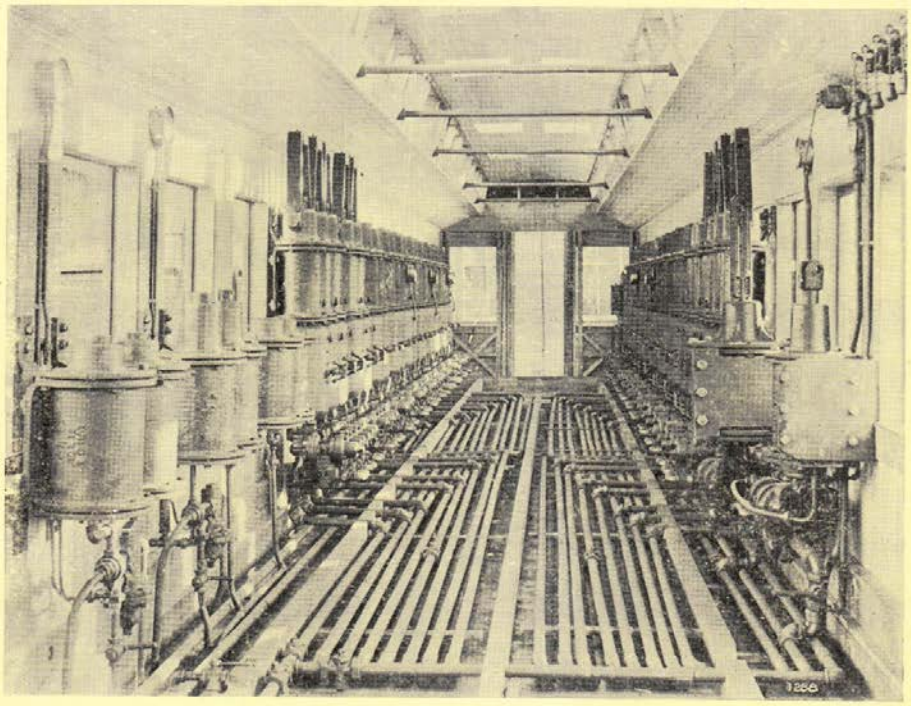
Steel Center Sill Twin Hopper Car

In 1909 and 1910 five hundred wood underframe twin hopper cars were rebuilt and equipped with steel center sills by the American Car and Foundry Company at Berwick, Pa., and by our Company at Oneonta, N. Y. Capacity was increased from 80,000 to 85,000 pounds; average weight, 40,200 pounds; length, outside, 37 ft. 11-½ in., inside, 36 ft.; width, outside, 10 ft. 0-½ in., inside, 8 ft. 6-½ in.; height, outside, 9 ft. 1-¼ in., inside, 4 ft. 3 in. Trucks, arch bar type; wheels, cast iron, 33 in. diameter; journals, 5 in. by 9 in.



Air Brake Instruction Car, No. 35200

Air Brake Instruction Car, No. 35200, was reconstructed from Pay Car, 50 in 1910. The length overall, 71 ft. 9-½ in.; length, inside, 64 ft. 5 in.; width, inside, 8 ft. 8-¾ in.; weight, 126,580 pounds.



Interior Air Brake Instruction Car—Floor Up

The lecture room is equipped with forty freight brakes, representing an equivalent number of freight train cars. The piping arrangement, which is con-

cealed under a false floor, is equal in length to a forty car freight train. There are also three separate units of passenger train brakes, each of different size, and two engine brake equipments.

Engineers' valves, similar to those used on locomotives, are mounted on a small table in the center of the forward end of the lecture room. Here the Instructor faces the class and demonstrates the proper handling of trains, causes of air brake troubles and how they can be avoided or remedied.

The advisability of educating employes in the operation and maintenance of this important appliance was recognized by our Company as early as 1894. Until 1911, when the instruction car was introduced, three air brake rooms, suitably equipped, served the purpose.



Four-wheel Steel Center Sill Caboose

Representative of the four-wheel, pedestal type, steel center sill cabooses built by our Company in this period. Length, 27 ft. 5-½ in.; width, 9 ft. 4 in.; height, 14 ft. 3-⅛ in.; wheels, cast iron, 33 in. diameter; journals, 3-¾ in. by 7 in.; average weight, 23,500 pounds.

At the close of this decade there were one hundred and forty of these cabooses in service.

Recapitulation of Passenger, Freight, and Work Equipment

PASSENGER SERVICE:

67	Baggage cars.
25	Baggage and Mail cars.
260	Coaches.
42	Combination cars.
6	Dining, Cafe and Parlor Cafe cars.
6	Express, Horse cars.
3	Postal cars.
62	Milk cars.
471	—Total cars in Passenger Service.

FREIGHT SERVICE:

6,001	Box cars,	174,985	tons	capacity,	29.19	avg.	ton	capacity	per	car
2	Box Furniture,	60	tons	capacity,	30.	avg.	ton	capacity	per	car
182	Box Automobile,	5,460	tons	capacity,	30.	avg.	ton	capacity	per	car
99	Box Produce,	2,970	tons	capacity,	30.	avg.	ton	capacity	per	car
1,061	Coal—D. B. Gondola,	44,002½	tons	capacity,	41.47	avg.	ton	capacity	per	car
283	Coal—F. B. Gondola,	11,702½	tons	capacity,	41.35	avg.	ton	capacity	per	car
786	Coal—Lowside Gondola,	31,440	tons	capacity,	40.	avg.	ton	capacity	per	car
11,013	Coal—Hopper Gondola,	439,207½	tons	capacity,	39.88	avg.	ton	capacity	per	car
50	Coal—Steel Hopper Gondola,	2,500	tons	capacity,	50.	avg.	ton	capacity	per	car
97	Coal—Steel D. B. Gondola,	3,880	tons	capacity,	40.	avg.	ton	capacity	per	car
198	Cabooses,									
879	Flat cars,	32,727½	tons	capacity,	37.23	avg.	ton	capacity	per	car
46	Refrigerators,	1,375	tons	capacity,	29.88	avg.	ton	capacity	per	car
147	Stock cars,	4,180	tons	capacity,	28.43	avg.	ton	capacity	per	car
13	Oil—Box cars,	325	tons	capacity,	26.53	avg.	ton	capacity	per	car
20,857	—Total Freight cars,	754,815	tons	capacity,	36.54	avg.	ton	capacity	per	car

COMPANY SERVICE:

2	Steam Wreck Cranes, 40 tons capacity.
3	Steam Wreck Cranes, 100 tons capacity.
1	Dynamometer car.
6	Snow Plows.
5	Steam Shovels.
1	Gas Transport.
1	Air Brake Instruction car.
3	Private cars.
1	Pay car.
1	Track Department Crane.
1	Locomotive Coaling Crane.
1	Bridge Department Derrick.
9	Wrecking cars with derricks.
17	Flangers.
689	Other Road cars.
741	—Total cars in Company Service.

22,069—Total Equipment.

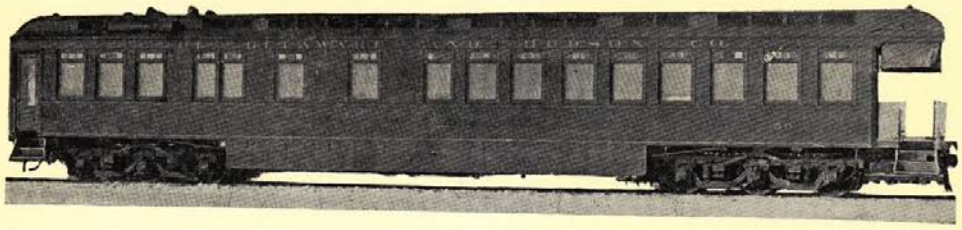
Freight Equipment

	CAPACITY							CONSTRUCTION			
Class of Car	30M	40M	50M	60M	80M	80M to 100M	100M to 140M	All Wood	Steel Undf.	All Steel	Total
Box Car.....	3	87	826	5,368	....	....	....	3,104	3,180	....	6,284
Stock Car.....	8	8	6	125	....	....	....	47	100	....	147
Refr. Car.....	..	....	....	46	....	....	....	26	20	....	46
Total.....	11	95	832	5,539	....	....	....	3,177	3,300	....	6,477
Gondola Cars.	..	....	69	15	889	1,254	....	880	1,250	97	2,227
Hopper Cars..	..	....	246	1,421	2,715	6,631	50	4,121	6,892	50	11,063
Flat Cars.....	..	28	61	178	283	329	....	633	246	....	879
Total.....	..	28	376	1,614	3,887	8,214	50	5,634	8,388	147	14,169
All Others (Box).	..	....	13	....	....	....	....	13	....	....	13
Grand Total	11	123	1,221	7,153	3,887	8,214	50	8,824	11,688	147	20,659
Cabooses	..	....	....	....	....	....	....	....	....	....	198

Total Steam Mileage—780.03

Period 1910 to 1920

IN 1911 Private Car No. 500 was overhauled at the Company's Oneonta shops and number changed to 50. Length over end sills, 65 ft. 10 in.; kitchen compartment, 10 ft. long and 6 ft. 9 in. wide; dining room, 10 ft. 9 in. long and 8 ft. 1 in. wide; there were sleeping accommodations for nine persons excluding porters; lighting system consisted of gas and electricity; direct steam and Baker Heater furnished the heat; inside finish was cherry and mahogany; weight, 126,000 pounds. Trucks, six-wheel pedestal type; wheels, steel, 36 in. diameter; journals, 4-¼ in. by 8 in. Underframe was reinforced by the application of steel center sill channels. This car was built by the Gilbert Car Works in July 1886 and originally weighed 88,400 pounds.



Private Car No. 50

In August of the same year this car was built, it was used by the late President, Grover Cleveland and party. An interesting account of this trip appeared in the "New York Tribune", August 17, 1886:

OFF TO THE ADIRONDACKS.

THE PRESIDENT BEGINS HIS VACATION.

Cheered by Kentucky Tourists as He Leaves the White House.

WASHINGTON, Aug. 16.—The President left Washington at 9:40 a. m. for his summer vacation in the Adirondack Mountains. He was accompanied by Mrs. Cleveland, Mrs. Folsom and Colonel and Mrs. Lamont. As the President appeared on the portico of the White House to take his carriage he was confronted by a small party of tourists from Kentucky. They recognized him at once and asked permission to pay their respects. The President was willing and shook hands with each of them as he made his way toward the carriage. Mrs. Cleveland and Mrs. Folsom had already entered the vehicle, and as the coachman cracked his whip and the carriage rolled away the people on the portico, most of whom were women, waved their handkerchiefs and shouted a hearty "Good-bye." The President acknowledged the compliment by raising his hat and the ladies waved their handkerchiefs from the windows.

Owing to the fact that it was not generally known what train the President would take, there was only a small crowd in the station when the Presidential party passed

through to the train. The President was recognized, however, by most of the people there, and they raised their hats as he passed. The party occupied a special car tendered by the Directors of the Delaware and Hudson Canal Company. It was attached to the rear of the New York Limited Express.

ONLY A BRIEF STAY IN JERSEY CITY.

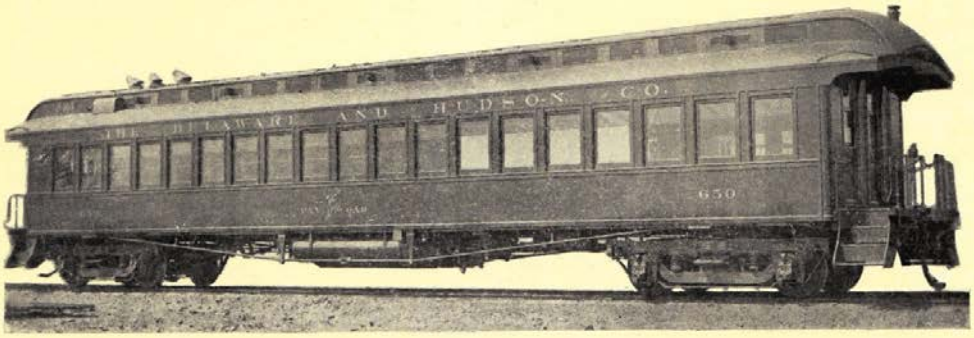
A Description of the Car in Which the Party Is Travelling.

The last car of the New York Limited Express on the Pennsylvania road, which arrived in Jersey City at 3:24 p. m. yesterday—four minutes late—contained President Cleveland and his party. The movements of the party had been arranged with such secrecy that not more than twenty people—most of them reporters and railroad employes—saw the car during its stay in Jersey City.

The car is known as the directors' car of the Delaware and Hudson Canal Company and was sent to Washington last week for the use of the President. The car is more commodious than most cars of its class and is so wide that in passing through a tunnel just south of Philadelphia on Saturday night it grazed the side and a long strip of heavy moulding was torn off. It is heavily veneered with mahogany inside and out, and trimmed with gilt. At the large plate-glass windows are heavy old-gold satin curtains. A kitchen, parlor, four staterooms and an observatory parlor comprise the compartments in their order. The entire party were seated in the observatory parlor when the car entered the station. Mrs. Cleveland sat at the rear window nearest the platform. She was attired in a gray traveling costume.

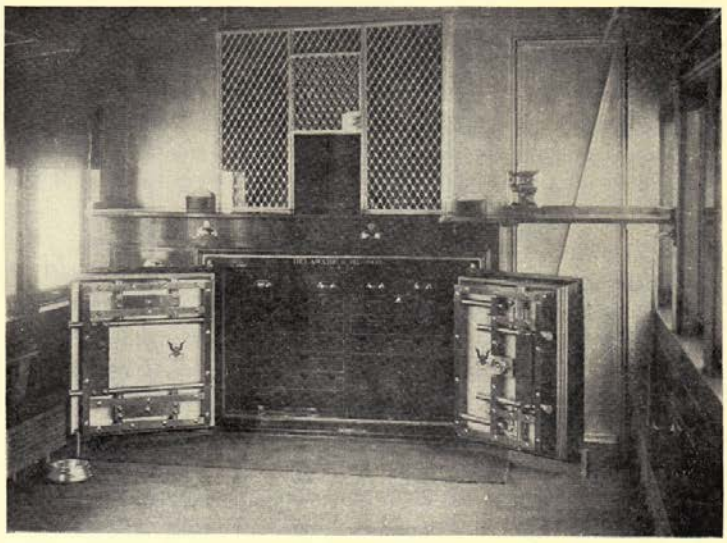
After a delay of ten minutes the car was switched to the other side of the station and attached to the Catskill and Saratoga special of the West Shore road. This drew out of the depot at 3:40 o'clock and ran to New Durham, where the three cars composing it were coupled to the regular train leaving the Weehawken Station at 4:05. Another interval of ten minutes was occupied in switching and transferring the eighteen pieces of baggage belonging to the party, and it was fully twenty minutes after schedule time when the train started northward. Engine No. 13, driven by Levi Lateer, took it to Kingston, and Conductor George Boynton was in charge.

ALBANY, Aug. 16.—The President and party arrived here at 9 p. m. Colonel and Mrs. Lamont left the train for their home in the interior. Dr. Samuel E. Ward joined the Presidential party here. They left at 9:13, their route being by way Rouse's Point, Moira, Paul Smith's, and thence by stage to the Prospect House in the Adirondacks.



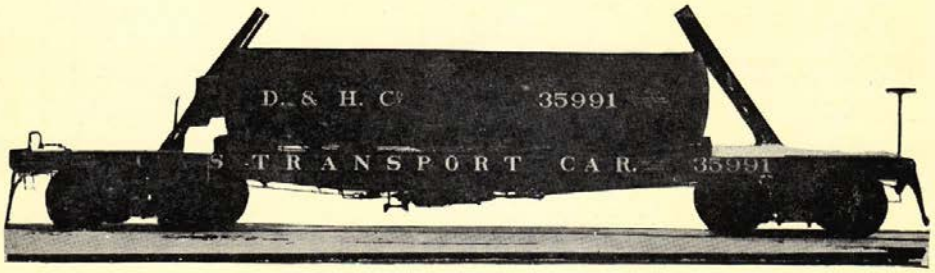
Pay Car 650

Coach No. 324, of steel underframe construction, built by the American Car and Foundry Company in June 1907, was remodeled to a modern pay car by our Company at Oneonta, N. Y., in March 1913, and numbered 650. Length, 61 feet; weight, 97,000 pounds. The equipment included a safe, facilities for paying employes, sleeping and eating accommodations, heat, light, etc., for the convenience and comfort of the occupants. In 1914 the car was further improved by the application of vestibules. There were three such cars, Nos. 650, 651 and 652, the latter two were likewise reconstructed from coaches in 1913 and 1919 respectively.



Interior of Pay Car 650

Seven hundred and forty-one wooden underframe single hopper cars of 60,000 pounds capacity were rebuilt and equipped with steel underframes at our Oneonta shops during the period, 1911 to 1913. Fifteen hundred wooden underframe twin hopper cars of 80,000 pounds capacity were similarly reconditioned at the Berwick plant of the American Car and Foundry Company during the period 1911 to 1916. The capacity of the latter cars was increased to 85,000 pounds.



Gas Transport Car No. 35991

This gas transport was built by our Company in 1912 for the purpose of transporting illuminating gas to storage tanks from which cars were supplied. Length of car, 38 ft. 4 in.; width, 8 ft. 8 in.; height, 4 ft. 8 in.; height, top of tanks, 8 ft. 2 in.; length of tanks, 20 ft. 4 in.; cubical capacity (two tanks), 530 cu. ft. Trucks, arch bar type, four-wheel; wheels, cast iron, 33 in. diameter; journals, 4-¼ in. by 8 in. Carrying capacity of car was 60,000 pounds; weight, 21,900 pounds. Cost $2,500.00.

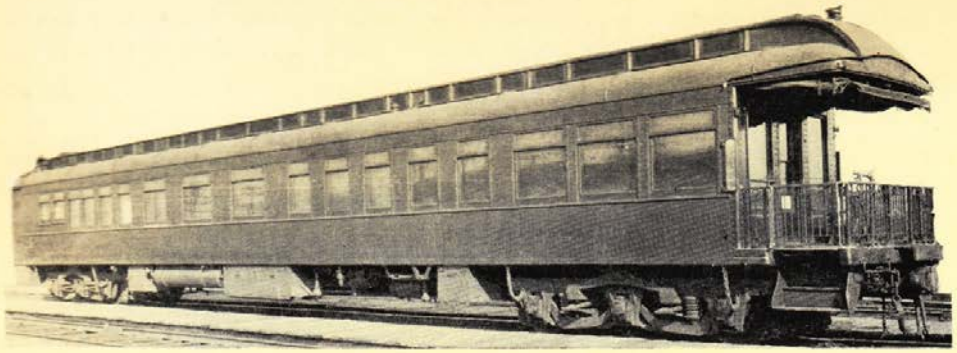


Flat Bottom Gondola

In this decade approximately four hundred wooden underframe flat cars were remodeled to flat bottom gondola cars by the application of coal sides and ends. Inside dimensions: length, 34 ft. 6 in.; width, 8 ft. 6 in.; height, 3 ft. 4 in. These cars had an average cubical capacity of 678 cubic feet.

The program of freight car reconstruction, including the application of steel center sills, begun in 1909, to improve the quality of our coal and merchandise cars, was continued in this decade. In 1920 only fifteen percent of our revenue freight equipment was of entire wood construction.

The United States Safety Appliance Act passed in the year 1911 required the installation and relocation of specified appliances approved by the Interstate Commerce Commission. In 1912 work was commenced and by the end of 1918, practically all of our cars were equipped with approved appliances.

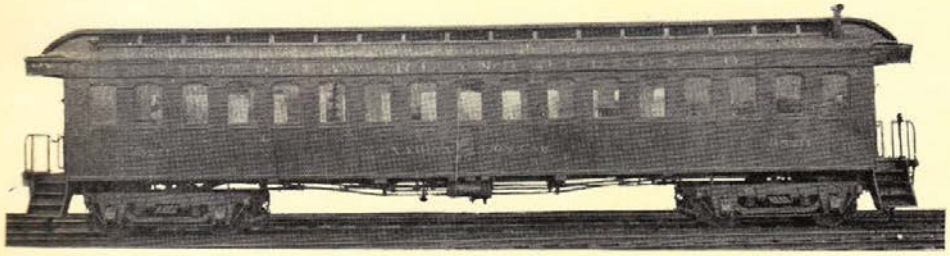


All-Steel Private Car 500 Built in 1911

Car 500 was built by the Pullman Company in 1911. Length, over end sills, 73 ft. 6 in. Weight, 174,300. Interior, wood finish, Cuban mahogany and Circassian walnut. Exterior, steel interlocking sheathing. One drawing room and one stateroom. Sleeping accommodations were provided for ten persons, excluding porter's section.

During Federal Control this car was known as "U.S.R.A. No. 133." Later it was renumbered to 400.

In 1912 five steel underframe milk cars were built by the Company at Oneonta. These were the first steel underframe cars of this class introduced. Cost $3,400.00 each.



Rules' Examination Car No. 35211

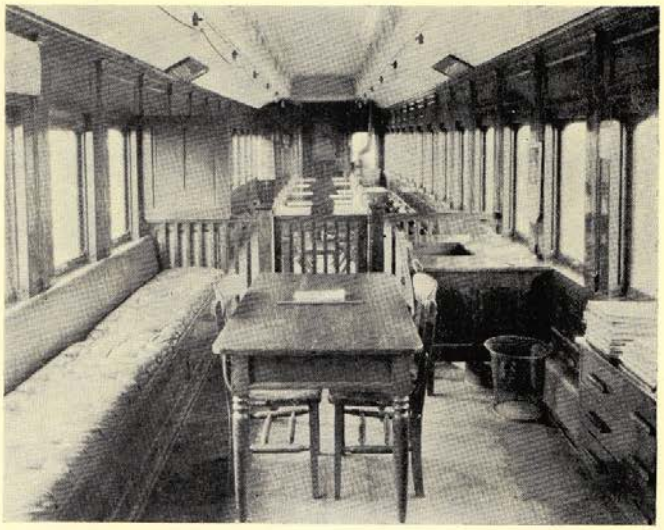
Rules' Examination Car 35211 was reconstructed from coach 119 and placed in service December 1, 1913, from which date until June 1, 1915, it was used for the purpose of lecturing and instructing certain classes of employes in the Standard Code of Train Rules.

Periodical examinations of train service employes commenced on the Susquehanna Division, June 1, 1915; on the Pennsylvania Division, the year following; and on the Saratoga and Champlain Divisions, early in 1917. Three examination cars were provided, each in charge of an Examiner who had had experience in train dispatching and in other capacities which peculiarly fitted him for the position.

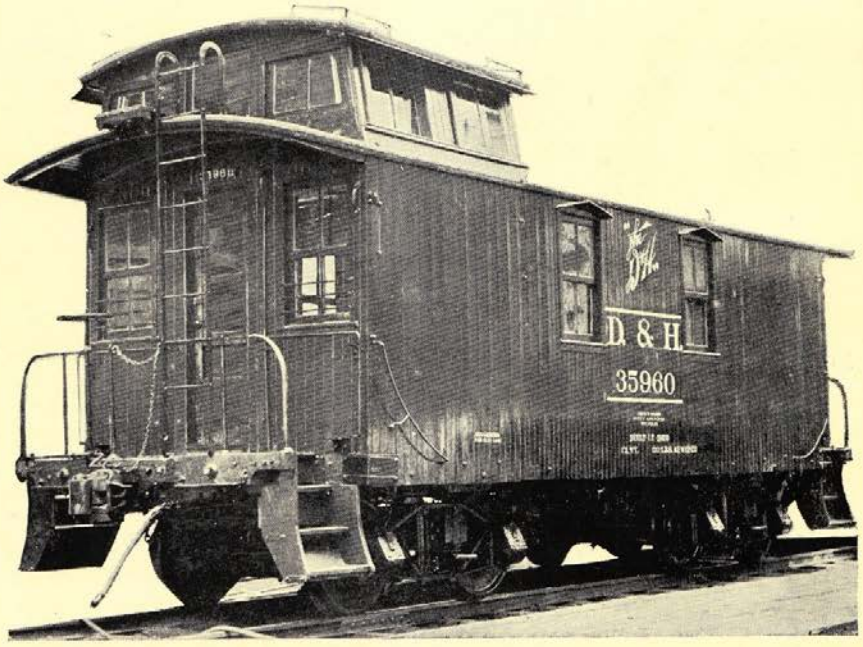
At first these examinations were confined to train service employes, but later were extended to other branches of service requiring a knowledge of operating rules.

Subsequently, three locomotive engineers were selected from the rosters and appointed examiners as mechanical and air brake rules also were introduced.

It is interesting to know that as many as 4,300 employes are examined each year.



Inte.ior of Rules' Examination Car No. 35211

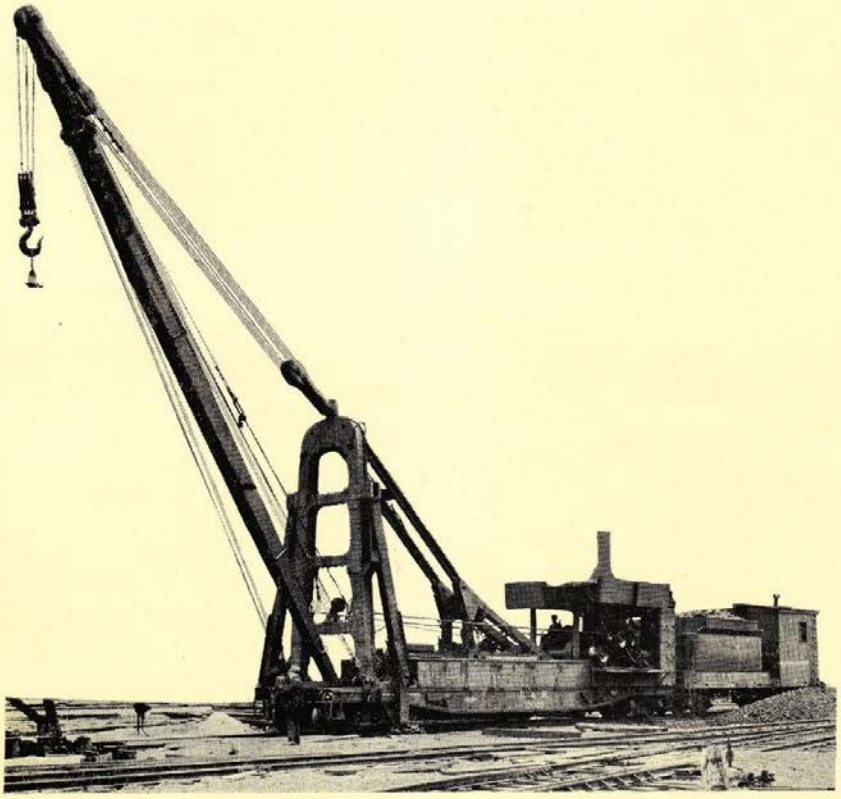


Eight-wheeled Steel Center Sill Caboose

This photograph is representative of the eight-wheeled steel center sill caboose built in this period. Length, outside, 30 ft. 8 in.; inside, 8 ft. 6-¾ in.; height over running board, 11 ft. 6-¼ in.; overall, 15 ft. 1-⅛ in.; inside, 6 ft. 9-½ in.; average weight (3-¾ in. by 7 in. journal) 32,300 pounds, (4-¼ in. by 8 in. journal) 33,000 pounds; wheels, cast iron, 33 in. diameter. Average cost, $2,041.60 each.

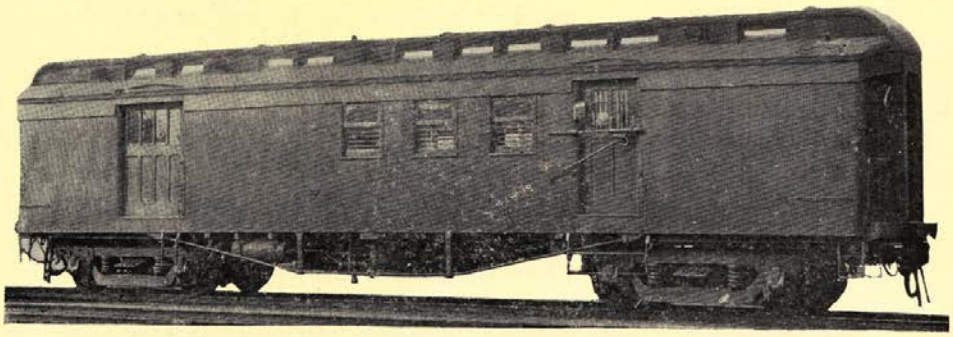
The eight-wheeled caboose was first introduced on our road in 1913.

On May 14, 1913, a New York State Law, known as the "Hearn Caboose Law," was enacted requiring that all cabooses be equipped with eight wheels and steel underframes by July 1, 1920. This date was extended to July 1, 1921. One hundred and twenty-four 4-wheel cabooses were remodeled to comply with the law, at an expense of approximately $227,800.92.



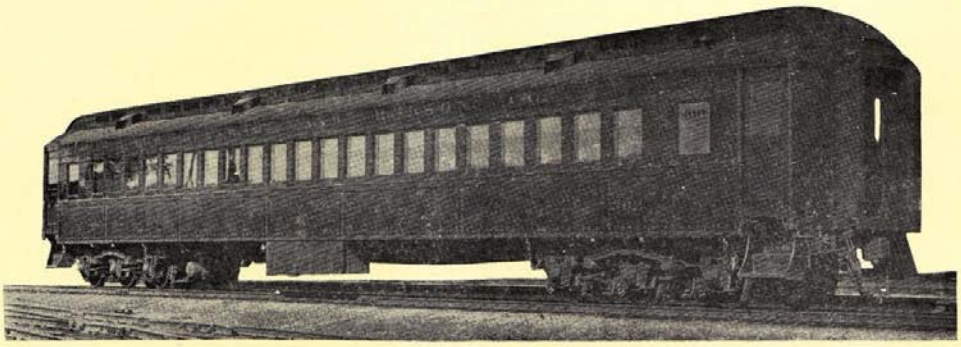
Bridge Department Derrick No. 35028

In 1912 our Company purchased a steel underframe Bridge Department Derrick, No. 35028, from the American Equipment Company, Norristown, Pa. Length, 50 feet; width, 9 feet, 5 inches; weight, 150,000 pounds; carrying capacity, 100,000 pounds; hoisting capacity, 40 tons.



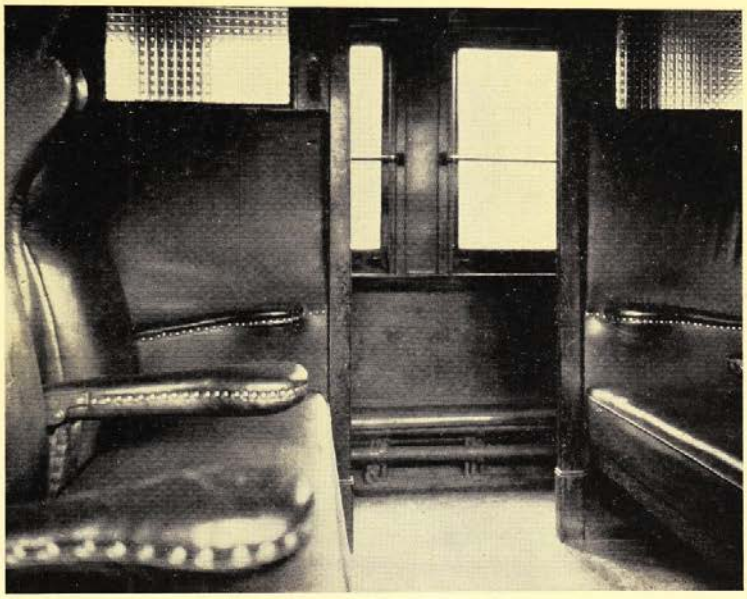
Baggage and Mail, No. 700, Rebuilt in 1915

Car No. 700 was originally combination baggage and mail car No. 13, built in 1884. Its original construction was of wood, weight, 50,300 pounds. In 1915 the car was rebuilt by our Company and steel underframe applied. Length, over end sills, 50 ft.; length of mail apartment 30 ft.; gas lights; direct steam; inside finish, poplar; weight, 94,660 pounds.



All-Steel Passenger Coach—72 Ft.

In 1916 our Company received from the Barney and Smith Car Company nine all-steel vestibuled coaches, with standard "Pullman" smoking compartments. The length, over end sills was 72 ft. 8-¼ in. Average weight, 146,200 pounds. Seating capacity, 84, including seating space for six persons in the smoking compartment as illustrated in the following photograph. Price, $13,886.85 each.



Smoking Compartment

In the same year nine additional all-steel, vestibuled coaches were received from the American Car and Foundry Company. These coaches were built with smoking sections 19 ft. 11-⅞ in. long with seats for twenty-four persons. The length, over end sills was 72 ft. 8-¼ in. Average weight 138,600 pounds. Total seating capacity, 90. Price $13,408.02 each.

These were the first passenger cars of this type of construction placed in service by our Company. The coaches were modern in every respect and offered the very latest in comfort and convenience for day coach travel. The equipment included, electric lights, improved steam heat and ventilating systems, reversible seats with plush covering (leather in smoking compartments), double sash windows, and window shades, easy of adjustment, interior finish, mahogany. Trucks, six-wheel type; wheels, rolled steel, 36 inch diameter; journals 5 inch by 9 inch.



All-Steel Baggage Car

79

In 1916 our Company purchased six all-steel baggage cars from the American Car and Foundry Company. Length, over end sills 60 ft. 8-¾ in.; length and width of baggage compartment, 60 ft. and 9 ft.; lighting system, electricity; vapor heat. Weight 110,000 to 110,140 pounds. Trucks, four-wheel pedestal type; wheels, forged steel, 36 in. diameter; journals, 6 in. by 11 in. Price, $8,467.15 each.

Eighteen combination baggage and mail cars in the 700 series were rebuilt and equipped with steel underframes to comply with the law that wooden cars shall not be operated between steel or steel underframe cars and engines. Two postal cars, Nos. 751 and 752, were remodeled to baggage cars and had steel underframes applied.



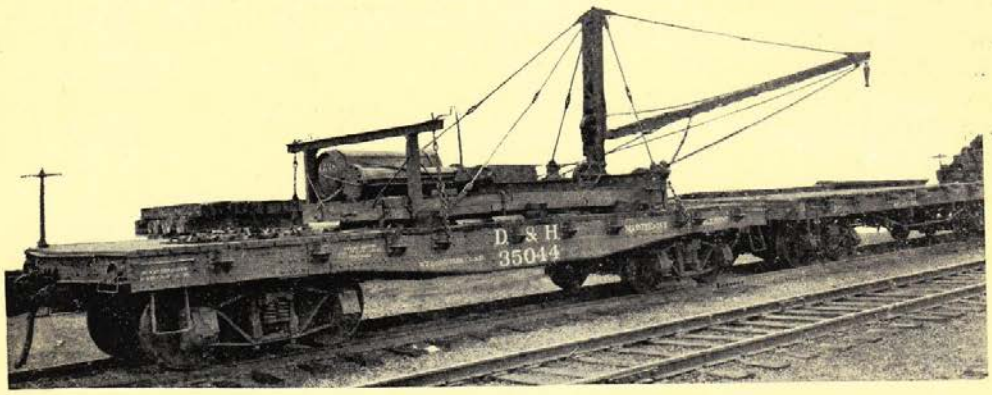
Gun Carriage Cars Built in 1916

In 1916 two gun carriage cars of special design and construction were built for our Company at the Pittsburg plant of the Pressed Steel Car Company. The gun carriage, or bridge, was built and erected on these cars at Colonie Shops. The cars, which were to be operated as a single unit, were purchased, primarily, to provide suitable equipment for transporting sixteen inch guns from the United States Arsenal situated adjacent to our property in the City of Watervliet, N. Y. Description and dimensions of the cars follow:

Length, over platform	31'2"
Length, over pulling faces of coupler, cars coupled	69'7"
Width, over platform	9'5"
Width, over side stake pockets	10'1½"
Height, from top of rail to top of platform	4'2⅝"
Weight, light, each car	62,850 lbs.
Weight, light, both cars and gun bridge	172,940 lbs.
Weight, gun bridge	47,240 lbs.
Capacity, maximum both cars with gun bridge	457,060 lbs.
Capacity, both cars without gun bridge	504,300 lbs.
Trucks, six-wheel pedestal type of special design	
Wheels, wrot steel, 33 inches in diameter	
Wheel base, cars coupled	62'2"
Axles, steel, 6 inches by 11 inches A. R. A. journals	

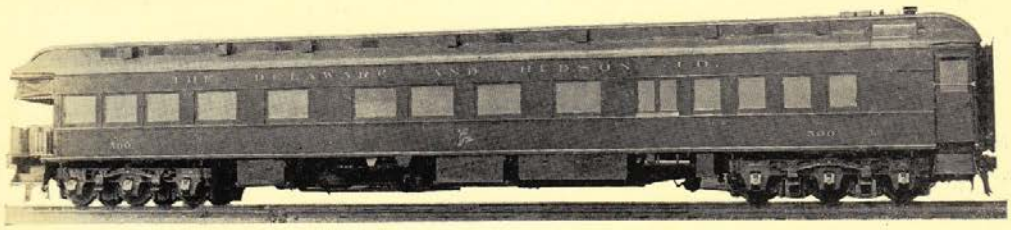
Since the end of the gun traffic, the cars have been advantageously utilized as separate units, for transporting heavy machinery.

It is interesting to know that when these cars were built there were no other flat cars, of the carrying capacity specified, in the country.



Rail Loader

In 1917 our Company purchased three "American" Rail Loaders, model No. 3, Nos. 35042, 35043 and 35044, from the United Supply and Manufacturing Company, Chicago, Illinois. The average price per rail loader was $1,395.86.



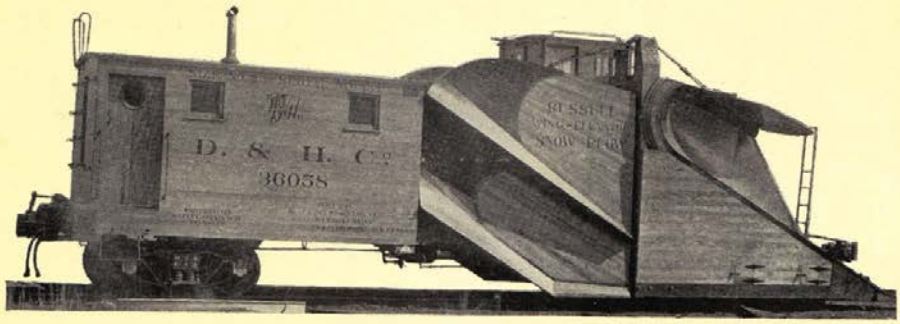
All-Steel Private Car 500, Built in 1917

Car 500 was built by the Pullman Company in 1917. Length over end sills 73 ft. 6 in. Weight, 179,000 pounds. Interior, wood finish, Cuban mahogany and West Indian satinwood. There were two staterooms, and one drawing room, with total sleeping accommodations for ten persons, excluding porter's section.



All-Steel Baggage and Mail Car

In 1917 three all-steel baggage and mail cars were purchased from the Pullman Company. Length over end sills 60 ft. 8-¾ in.; length of baggage compartment 39 ft. 11-¾ in., width 8 ft. 11-⅝ in.; length of mail compartment 20 ft. 1 in., width 9 ft. 0-¼ in.; lighting system, electricity; direct steam furnished the heat; weight 114,000 to 114,900 pounds; inside finish, mail end; 1/16 in. steel, baggage end, corrugated steel, Trucks, four-wheel pedestal type; wheels 36 in. steel, journals 6 in. by 11 in. Price, $13,281.51 each.



Russell Wing Elevator Snow Plow

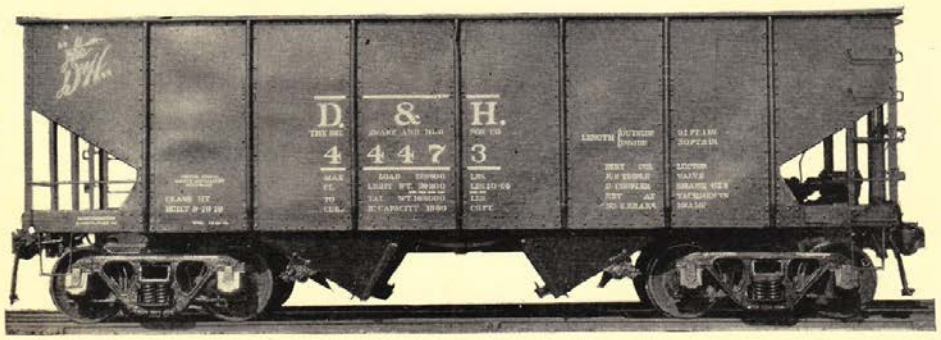
Illustrative of the type of snow plows purchased by our Company in the latter part of this decade. The wings of the Russell Snow Plow are of the elevator type. The face of each wing is formed into two concave chutes, called elevators. This type of wing first loosens the snow at the side of the cut and then carries it up and out. These wings are forced out into position by means of gearing operated by air within the car. When not in use these wings fit into recesses in the side of the car.

Year	Plow Number	Single or Double Track	Weight	Length	Builders
1911	36056	Double	75,000 lbs.	47ft. 6½ in.	R. C. & S. P. Co.
1916	36057	Double	75,000 lbs.	46ft. 6 in.	R. C. & S. P. Co.
1918	36058–59	Single	75,000 lbs.	45ft. 0 in.	R. C. & S. P. Co.

Heavy repairs of three thousand four hundred and thirty-four freight train cars, including the application of Economy draft arms and 5 x 7 couplers, were begun in 1917 and at the end of the following year the program was practically two-thirds completed when further work was suspended.

In 1918 a program of applying "Z" bar reinforced ends to five hundred box cars was undertaken.

On September 5, 1918, The Delaware and Hudson Company was notified by the Regional Director, Eastern Region, of the allocation of fifteen hundred freight train cars (1,000 All Steel Self-clearing Hopper Cars and 500 Single Sheathed Box Cars) and to prepare requisition on Form D.C.E.-4 for the purchase of said cars. Photographic illustration of these cars, which our Company was directed to purchase is here given.



All-Steel Self-Clearing Tandem Hopper, 55-Tons Capacity

In 1919 The United States Railroad Administration allocated one thousand all-steel self-clearing tandem hopper cars to our Company. These cars were built by the American Car and Foundry Company and the Pressed Steel Car Company. Weight, 39,200 pounds; capacity, 55 tons; length over striking plates 31 ft. 11 in.; width, outside, 10 ft. 2-¾ in.; length, inside, 30 ft. 6 in.; width, inside, 9 ft. 5-½ in.; couplers, type "D", 6 in. by 8 in.; bolsters, cast steel; draft gear, friction; trucks, cast steel frames; wheels, cast iron, 33 in. diameter; journals 5-½ in. by 10 in. Cost, $2,537.11 each.



Steel Underframe Box Car, 100,000 Pounds Capacity

In 1919 five hundred steel underframe, single sheathed box cars of this design were allocated to our Company by the United States Railroad Administration. These cars were built by the Bettendorf Company. Weight, 46,800 pounds; capacity, 100,000 pounds; superstructure, metal frame, single sheathed; length over

end sills, 41 ft. 4-½ in.; width, inside, 8 ft. 6 in.; height, inside, 9 ft. Roof, all-steel; body end construction, corrugated steel; couplers, type "D", 6 in. by 8 in.; bolsters, cast steel; draft gear, friction; trucks, cast steel frame; wheels, cast iron, 33 in. diameter; journals, 5-½ in. by 10 in. Cost, $2,899.82 each.

Recapitulation of Passenger, Freight, and Work Equipment

PASSENGER SERVICE:

79	Baggage cars.
21	Baggage and Mail cars.
233	Coaches.
36	Combination cars.
7	Dining, Cafe and Parlor-Cafe cars.
5	Express, Horse cars.
67	Milk cars.
448	—Total cars in Passenger Service.

The total actual seating capacity was 17,870 persons, an average of 64.7 persons car.

FREIGHT SERVICE:

4,906	Box cars,	157,165	tons capacity,	32.03	avg. ton capacity per car
172	Box Automobiles,	5,160	tons capacity,	30.	avg. ton capacity per car
1	Box Furniture,	30	tons capacity,	30.	avg. ton capacity per car
99	Box Produce,	2,970	tons capacity,	30.	avg. ton capacity per car
213	Cabooses,	6,115	tons capacity,	———	avg. ton capacity per car
2,170	Coal—L. S. Gondola,	89,453	tons capacity,	41.20	avg. ton capacity per car
10,162	Coal—Hopper Gondola,	416,595	tons capacity,	50.	avg. ton capacity per car
1,048	Coal—Steel Hopper Gondola,	57,400	tons capacity,	54.77	avg. ton capacity per car
242	Flat cars,	10,027	tons capacity,	41.43	avg. ton capacity per car
2	Flat and Gun cars,	220	tons capacity,	110.	avg. ton capacity per car
44	Refrigerator,	1,320	tons capacity,	30.	avg. ton capacity per car
118	Stock cars,	3,540	tons capacity,	30.	avg. ton capacity per car
74	Wood Rack cars,	2,667	tons capacity,	36.04	avg. ton capacity per car
19,251	—Total Freight cars,	752,662	tons capacity,	39.21	avg. ton capacity per car

COMPANY SERVICE:

2	Steam Wreck Cranes, 40-ton capacity.
4	Steam Wreck Cranes, 100-ton capacity.
1	Dynamometer car.
10	Snow Plows.
5	Steam Shovels.
1	Gas Transport.
1	Air Brake Instruction car.
4	Private cars.
3	Pay cars.
1	Track Department Crane.
1	Locomotive Coaling Crane.
2	Bridge Department Derricks.
2	Wrecking Cranes with Derricks.
24	Flangers.
606	Other Road cars.
667	—Total cars in Company Service.
20,366	Cars (Total Equipment).

Freight Equipment

Class of Car	CAPACITY: Less than 60M	60M to 80M	80M to 100M	100M to 140M	140M and Over	CONSTRUCTION: All Wood	Steel Under-Frame	All Steel	Total
Box	3	4,675	....	500	....	977	4,201	....	5,178
Stock	....	118	....	....	....	18	100	....	118
Refrigerator	....	44	....	....	....	25	19	....	44
Total	3	4,837	....	500	....	1,020	4,320	....	5,340
Gondola	....	65	2,105	....	....	851	1,319	....	2,170
Hopper	....	1,050	9,112	1,048	....	941	9,221	1,048	11,210
Flat	1	11	230	....	....	73	169	....	242
Total	1	1,126	11,447	1,048	....	1,865	10,709	1,048	13,622
All Others	....	31	43	....	2	74	2	....	76
Grand Total	4	5,995	11,490	1,548	2	2,959	15,031	1,048	19,038
Cabooses	....	....	....	....	....	....	....	....	213

Total Steam Mileage—805.43

Period 1920 to ——

THIS PERIOD has been, and is, one of much building activity. Out of the chaos of Federal Control (December 28, 1917 to February 29, 1920), our Company emerged with its freight car equipment in deplorable condition. Early in 1917 the Railroads' War Board suspended the Car Service Rules of the American Railway Association governing the movement and return of freight cars and, during Governmental control, equipment was "pooled." Equipment which had been provided by individual lines for the handling of traffic peculiar to their sections of the Country, was, through the functioning of this impractical "pool" method, loaded without consideration of ownership and promiscuously scattered throughout the Country.

Under the present system of car distribution, the mark of ownership automatically, to a very large degree, takes the equipment back to its own territory. This is a fixed, natural condition, as the requirements of commerce are largely territorial.

"Pooling" does not automatically return the car to originating territory but requires arbitrary orders and "fleet" movements at increased operating expense in order to effect requisite re-location. The supply of cars of the Delaware and Hudson Company on line, normally slightly more than fifty-six percent, dropped, at one time, during this period of unified operation, to a minimum of seven and one-half percent and at the end there were but twelve and one-quarter percent of owned cars on line.

Numerous changes were made in the standard code of rules governing the interchange and repair of cars. The Railroad Administration issued many orders dealing with the repair and maintenance of freight cars to which can be ascribed their unsatisfactory condition when received home. One order which particularly affected us was Division of Operation Circular No. 20 issued September 25, 1918 (Revised November 25, 1918), which established a limit of cost for repairs to freight cars. This rule provided that equipment of 60,000 pounds capacity and over, which was more than ten years and less than twenty years old, should not be repaired in kind when the aggregate cost of material and labor would exceed $200. A large percentage of the freight car equipment of our Company was then within these limits of capacity and age. The maximum cost fixed for repairs was not enough to properly repair such cars and, as a result, they were merely patched from time to time to keep them in service.

Many cars did not reach home until after the Guaranty Period (March 1 to August 31, 1920) had expired. In some cases, the cars were in such condition that they could not be moved on their own wheels and were loaded on flat cars for the homeward movement. Our repair facilities were so over-taxed that cars in bad order rapidly accumulated and it became necessary to store many of them and the expense of re-conditioning, which was enormous, had to be borne by our Company.

This is the situation which confronted us and was met by a long time program of rehabilitation following a careful survey by an Equipment Committee appointed by the Management. This program included such improvements as outside metal roofs, reinforced ends, reinforced door fixtures, larger capacity trucks, ten inch air brake equipment, metal sheathing straps, reinforced underframes and draft gears.

A better conception of what is being accomplished may be had from the illustrations accompanying.

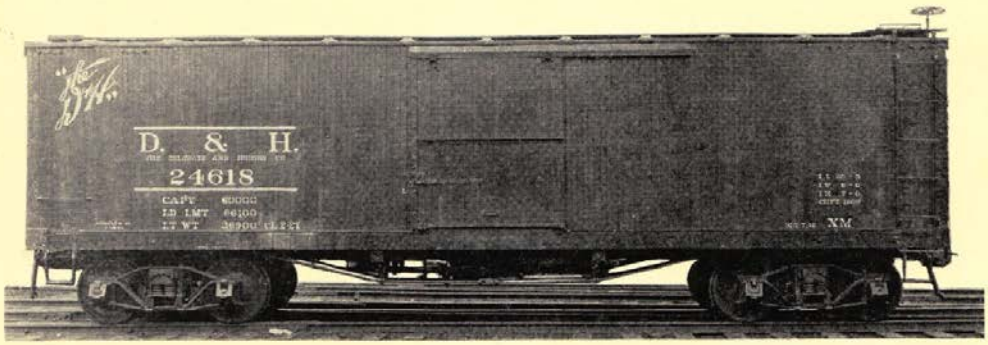


Steel-Underframe Box Car

Nominal carrying capacity was increased from 60,000 pounds to 80,000 pounds by the application of heavier trucks (5 in. by 9 in. journals) and ten inch air brake equipment. Steel underframe was reinforced to meet modern strength requirements including friction draft springs to absorb shock and reduce maintenance cost. Car was otherwise improved by the application of reinforced ends, reinforced weather proof and burglar proof side doors, metal sheathing straps and all-steel roofs.

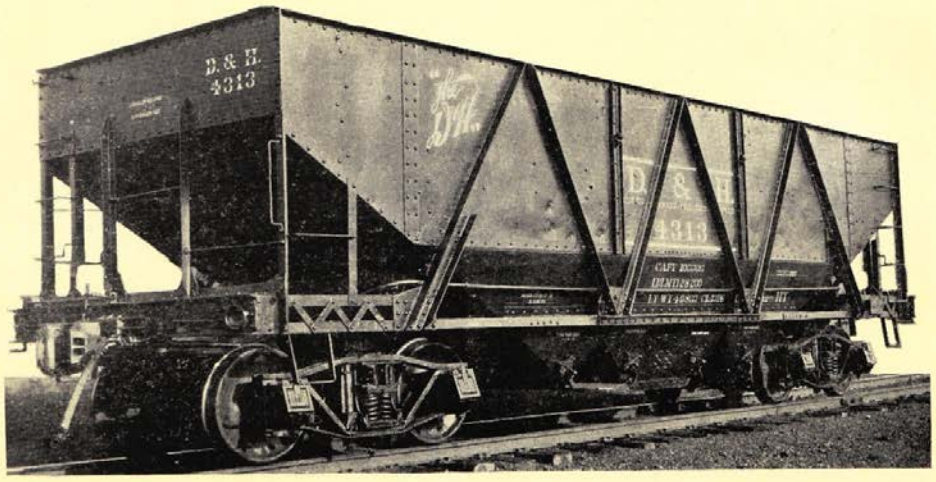
Trucks utilized in improving our steel underframe box cars are recovered from dismantled obsolete wooden underframe freight equipment. These box cars were originally of 60,000 pounds nominal capacity. By the application of larger capacity trucks we were permitted under A. R. A. Interchange Rule No. 86 to in-

crease substantially the carrying capacity; for example, the total weight permissible for 4-¼ in. by 8 in. journals is 103,000 pounds as compared with 136,000 pounds for 5 in. by 9 in. journals. By the equipment of a box car in the manner described we have a car of substantial construction capable of carrying a paying load of about 95,000 pounds.



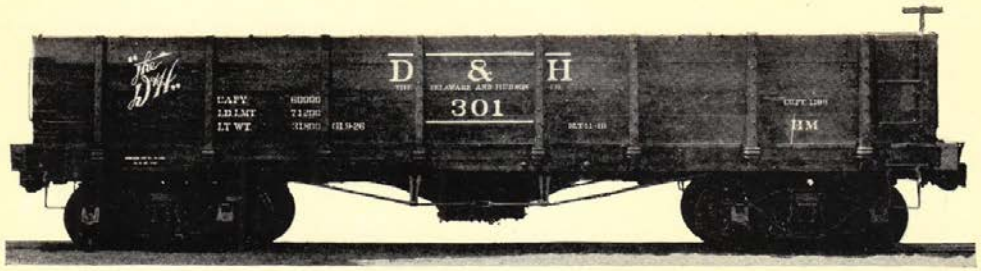
Steel Center Sill Box Car, 60,000 Pounds Capacity

These cars are being improved by the reinforcement of steel center sills, the substitution of friction draft springs and all-steel roofs, the reinforcement of side doors, and the addition of "Z" bar reinforced ends and metal sheathing straps.



All Steel Hopper Car, 100,000 Pounds Capacity

The steel underframes under these cars are being reinforced, friction draft springs and ten inch air brakes substituted, and hopper doors equipped with self locking devices.



Steel Center Sill Hopper Car, 60,000 Pounds Capacity

This class of car is having steel center sills reinforced, friction draft springs substituted and metal ladders applied, as represented by the above photograph.



Steel Underframe Gondola

The above photograph is representative of the improvements this class of car is receiving by reinforcing the steel underframe, by substituting friction draft springs and by applying metal ladders and additional side and end planks, the cubical capacity being thus increased approximately twenty-two percent.



Twin Hopper Car of Composite Construction

The underframes of these cars are being reinforced, friction draft springs and ten inch air brake equipment are being substituted and they are receiving such other improvements as metal slope supports, metal ladders and self locking hopper door devices.

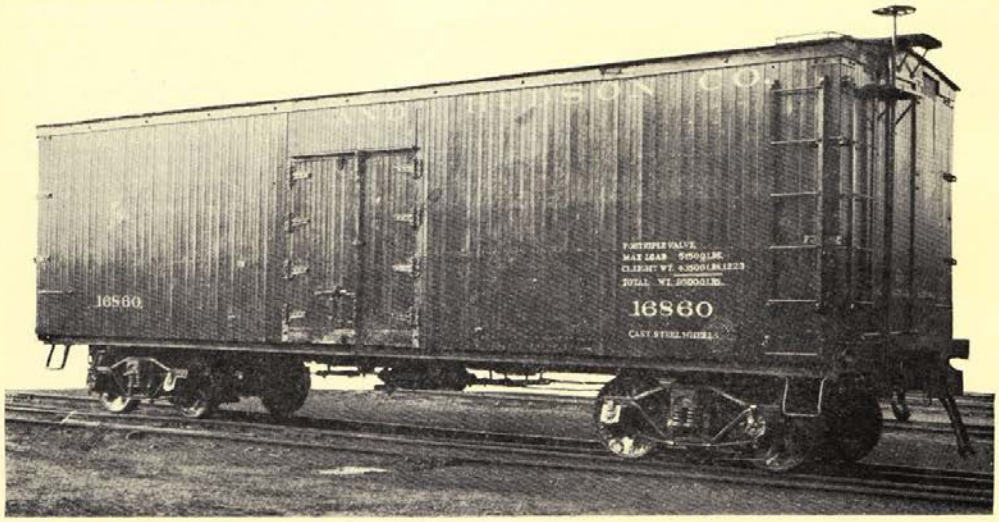
The superstructure of this type of car has been redesigned by cutting off the side planks at the end slopes. Originally all the side planks extended the full length of car.



Steel Center Sill Hopper Car, 85,000 Pounds Capacity

The steel center sills under these cars are being reinforced, steel end sills applied in lieu of wood, friction draft springs and ten inch air brake equipment substituted, and they are receiving such other improvements as metal ladders and self locking hopper door devices.

Other steel underframe equipment, such as flat, stock, refrigerator, produce, and automobile, is being improved by reinforcing the underframes and by substituting friction draft springs.



Produce Car

Forty-one steel underframe produce cars were equipped with Davis cast steel wheels, Gould buffers, steam and signal lines for operation in high speed milk train service.

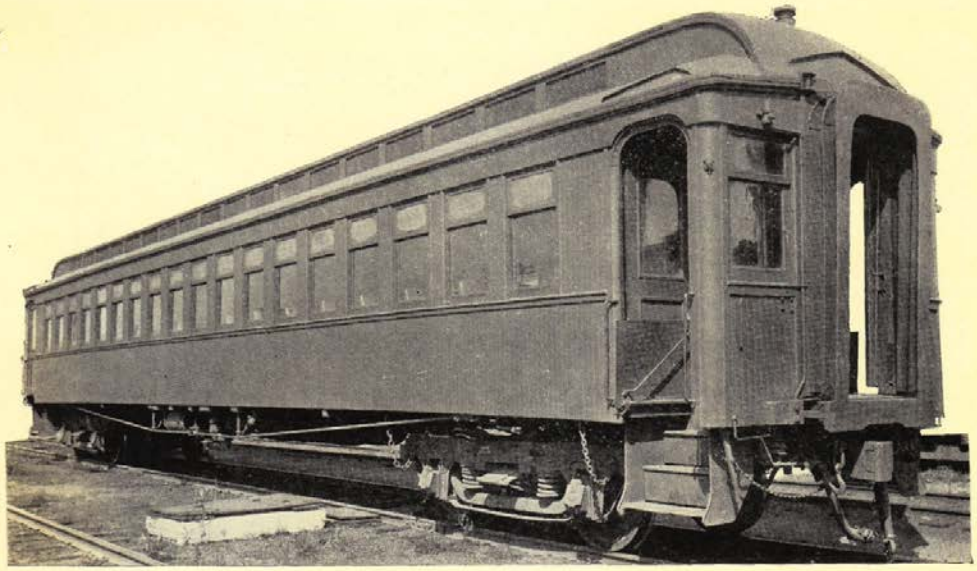
DURING Federal Control our passenger equipment was under-maintained. Repairs were restricted by the United States Railroad Administration, practically, to actual necessity and, unlike normal operations, a large percentage of our passenger cars were on foreign lines. As a consequence, a progressive system of shopping cars for classified repairs could not be followed.

Many of our passenger cars were used to convey troops to distant encampments and to ports of embarkation. Usually several months elapsed before such cars were returned to us. A large number, too, were assigned to industrial plants engaged in war activities to convey, daily, employes to and from their work. Upon inspection, it was at once apparent, from their wretched condition, that they had been badly misused and would require extensive overhauling to meet their former state of serviceability.

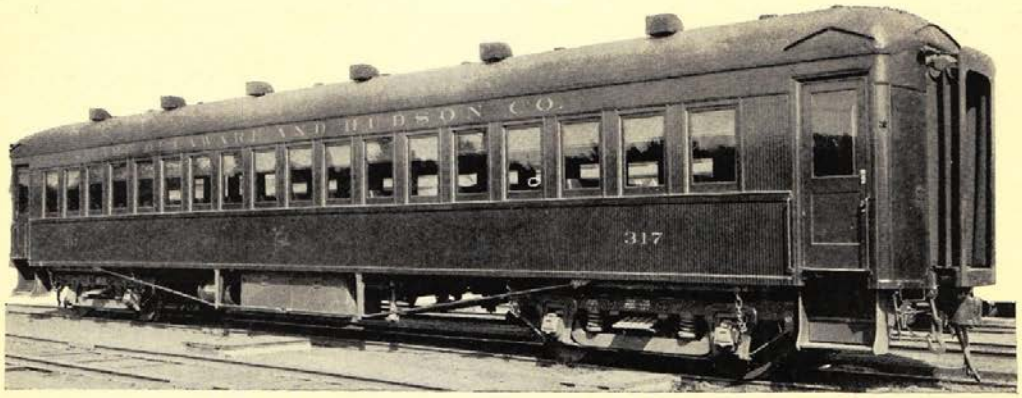
At the beginning of Federal Control but about four and one half percent of our passenger equipment was in unserviceable condition while, at its end, this ratio had reached fifteen percent.

As in the case of our freight cars, the Equipment Committee was also assigned the task of developing a program for improving certain classes of our passenger equipment. In 1922 the work was undertaken and considerable progress has been made in each succeeding year. A large number of cars have already been reconditioned and improved by the application of steel underframes, vestibules, body end reinforcements, larger capacity trucks with clasp brakes, electric lights, vapor heating system, and by remodeling.

Photographic illustrations of these improvements follow:



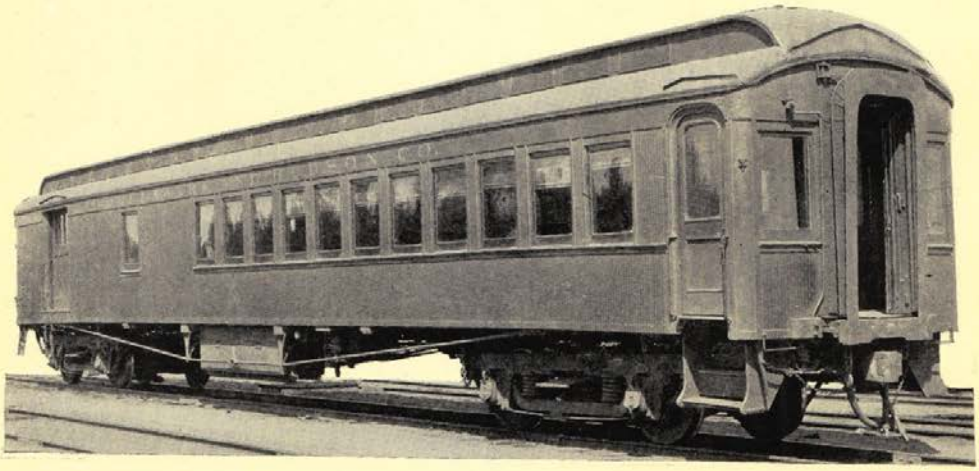
Smoker Before Remodeling



Smoker No. 317 After Remodeling

Coach 317 is representative of four vestibule coaches Nos. 187, 189, 191 and 194, remodeled and renumbered to 316, 317, 318 and 319, respectively, at Oneonta Shops in 1925. These cars are equipped with steel underframes and four-wheel, clasp brake trucks. The clere-story roof on the original cars was replaced with the arch-back design. The interior is finished in mahogany with headling and bulkheads of white enamel. The seats are upholstered in imitation Spanish Leather. Exhaust ventilating and vapor heat thermostatic control systems have been installed. The length, over end sills, is 55 ft. 4 in.; weight, about 94,800 pounds. Seating capacity, 68.

These cars, originally, were of wood construction, built by the Wasson Manufacturing Company in 1893. Length, over end sills, was 55 ft. 4 in., and the weight about 66,800 pounds.

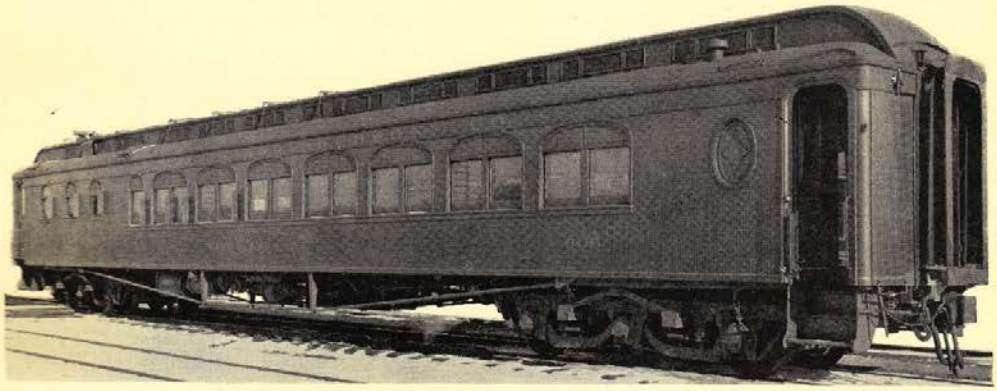


Passenger and Baggage Car 545 Before Remodeling



Passenger and Baggage Car 545 After Remodeling

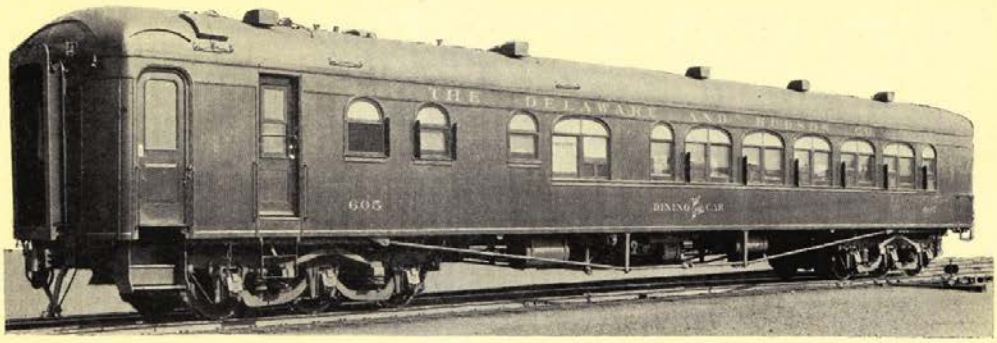
This car, originally, Passenger and Baggage Car No. 262, built by our Company in 1905, was remodeled in Oneonta Shops in 1926. A steel underframe was applied and the body end construction reinforced. The clere-story deck was replaced with an arch-back design. Other improvements included four-wheel steel trucks (5½ in. by 10 in. journals) equipped with clasp brakes, thermostatic heat control, improved ventilation and remodeled interior. The length of car was increased from 60 ft. 10 in. to 70 ft. over body end sills. Seating capacity, 40. Weight, 116,700 pounds.



Cafe Car 605 Before Remodeling

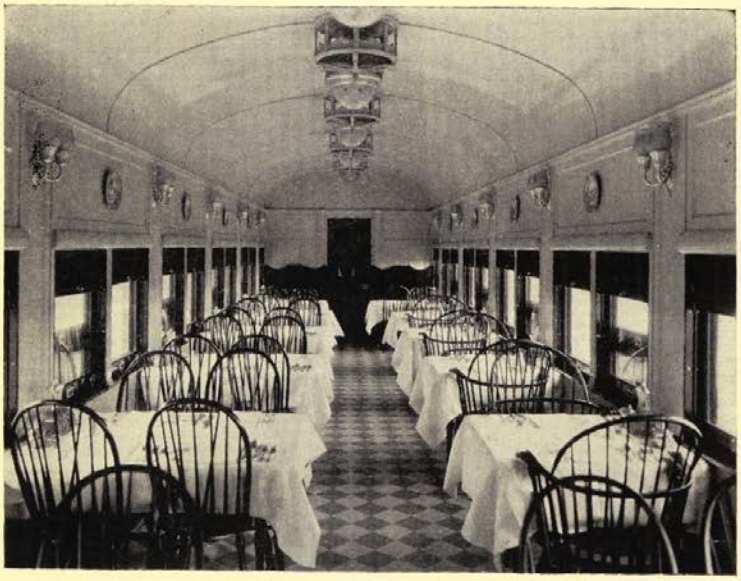
Cafe Car 600 was remodeled to a full dining car and renumbered to 605 at Oneonta shops in 1926. The clere-story roof on the original car was replaced with an arch-back type. The ceiling and side trim are enameled an old ivory egg-shell gloss. Window sash, window sills, tables and chairs are of mahogany. Window curtains are of blue in harmony with the parquette flooring in which the color blue predominates. The interior, unique in design, with its decorations and furnishings, is suggestive of the Colonial period. Windsor chairs, and corner seats with loose blue cushions give comfortable seating accommodations for forty people. The din-

ing room is 36 ft. 6 in. in length. There are twelve double wall bracket lamps and six combination ventilator register center lamps. Five fans with rotating deflectors hang from the ceiling. The ventilator registers, of a special design, are joined by air ducts between the roof and ceiling through which adequate ventilation is secured. In the kitchen and pantry are three exhaust fans and other modern appliances. Length of car, over body end sills, 70 ft.; weight, 142,000 pounds. The car had been equipped in 1922 with a steel underframe, larger trucks and clasp brakes.

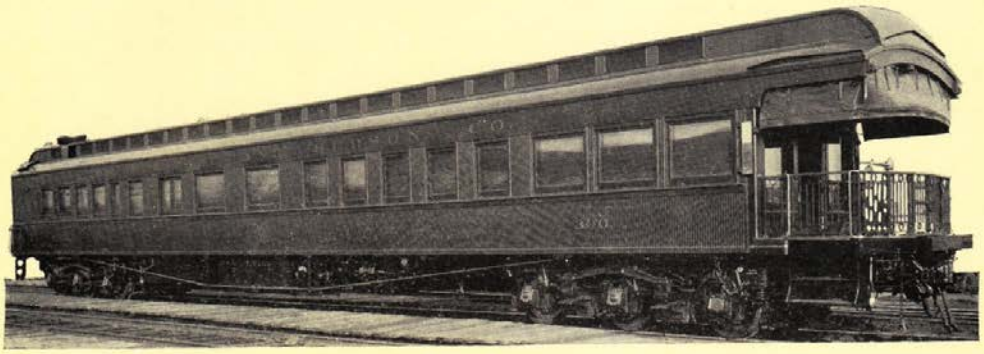


Dining Car 605, as Rebuilt in 1926

Cafe Car 604 was remodeled in similar fashion at Oneonta in 1927 and renumbered to 606. The window curtains and loose cushion seats in this car are of green, in harmony with the color scheme of the tarquette flooring. Other improvements included the application of a steel underframe and all steel, six-wheel trucks, equipped with clasp brakes.



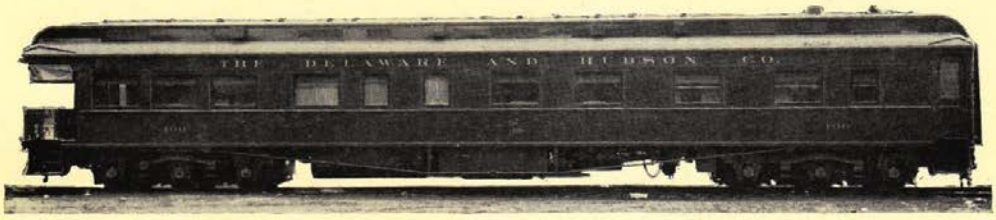
Interior View of Dining Car 605



Private Car No. 300

Dining Car 608, originally a car of all wood construction, was remodeled to Private Car No. 300 at Oneonta shops in 1923. The superstructure is of substantial wood construction with steel end reinforcements. The underframe is of steel. It is 73 ft. 6 in. long over body end sills, and 84 ft. 1-½ in. long over the buffers. The observation section is 12 ft. 3 in. in length and the dining room is 12 ft. 10-½ in. in length. There are two staterooms, one drawing room and sleeping berths which provide sleeping accommodations for nine persons, excluding the porter's section. The interior is finished in mahogany with headlining of light blue. The interior electric fixtures and hardware are of light satin statuary bronze. The trucks are of modern design, all-steel, six wheel, equipped with clasp brakes. Weight, 166,000 pounds.

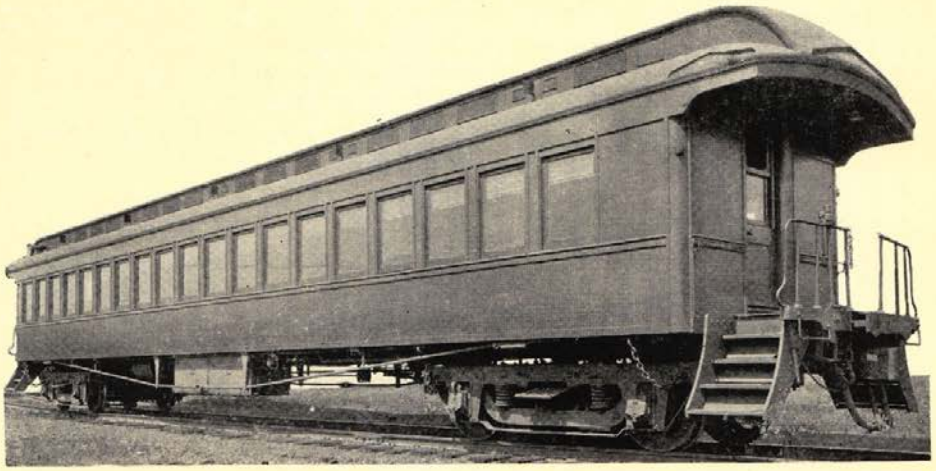
It is interesting to review the records of this car. It was, originally, Directors' Car No. 500 built by the Gilbert Car Works in 1886, weight, 88,400 pounds. The number was later changed to 50. On June 18, 1920, it lost its identity as a private car and was remodeled to a dining car, No. 608, from which it was reconstructed to Private Car No. 300.



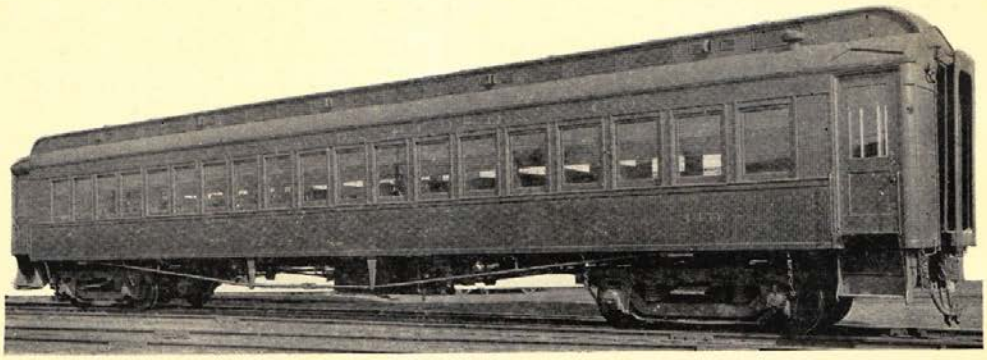
Private Car No. 100

Private Car No. 199, built in 1904, was reconstructed at Oneonta shops in 1924 and its number changed to 100. The superstructure is of substantial wood construction with steel end reinforcements. The underframe is of steel. The length, over body end sills, is 67 ft., and the length, over the buffers, 77 ft. 7 in. The observa-

tion section is 15 ft. 1 in. long and the dining room 14 ft. long. The interior is finished in black walnut with head lining of light gray. The interior electric fixtures and hardware are of satin silver finish. One drawing room and one stateroom, together with berths, provide sleeping accommodations for seven persons, excluding porter's section. The trucks are of improved design, all steel, six-wheel, equipped with clasp brakes. Weight, 158,000 pounds.

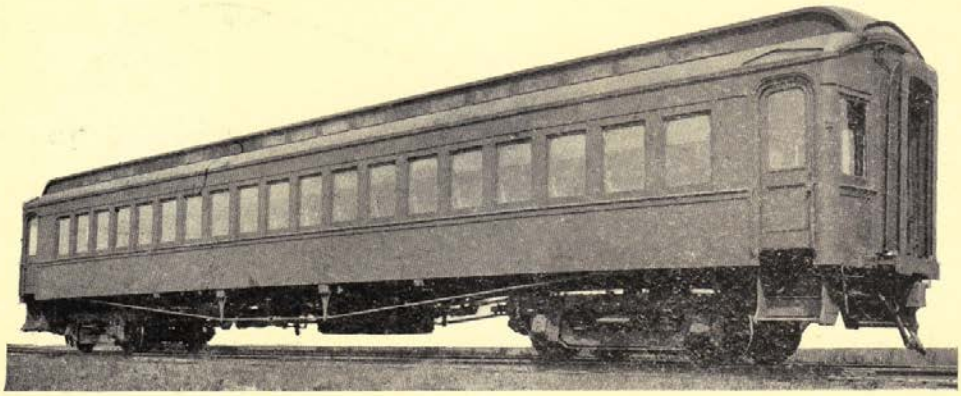


Coach 340 Before Remodeled

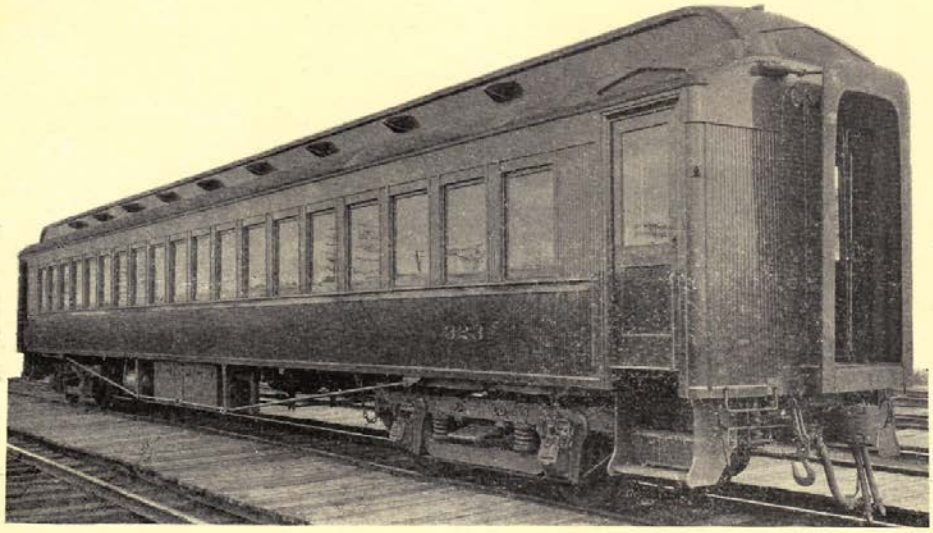


Coach 340 Remodeled

The above photograph is representative of twelve steel underframe coaches in series 325-343 inclusive which have been improved by the application of vestibules and reinforcement of the body end construction.

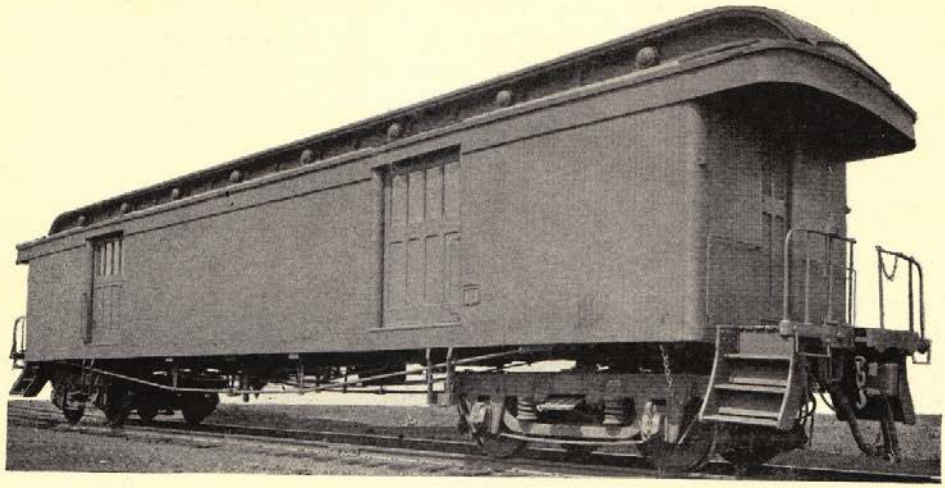


Coach 323 Before Remodeled



Coach 323 Remodeled

Four passenger coaches, Nos. 235, 229, 237 and 323, were remodeled to smokers, Nos. 322, 321, 320 and 323 respectively. Improvements include steel underframes, heavier trucks equipped with clasp brakes, reinforced ends, vapor heat, thermostatic control, and vestibules.



Baggage Car 487 Before Remodeled



Baggage Car 487 Remodeled

Thirteen baggage cars were improved by the application of steel underframes, heavier trucks equipped with clasp brakes, and steel end reinforcements. The original clere-story roof on three of these cars was replaced with an arch-back deck as represented by the above photograph.

During the past five years, 126 passenger train cars have been equipped with electric lights. In the latter part of 1923, our Company was notified by the New York Central Railroad that it would discontinue, on December 31, 1923, the operation of its (Pintsch) Gas Compressing Plant at Albany, N. Y., from which we had been procuring our gas requirements for illuminating passenger train cars. A contract was entered into with the New York Central Railroad whereby our Company on January 1, 1924 took over the operation of this plant.

A program for the electrification of our cars was approved and it may be interesting to know that during 1924 ninety (90) cars were equipped with electric lights, thus enabling us to terminate our contract with the New York Central Railroad on December 31, 1924.

[100]

Betterments to Freight Train Cars — 1921 to 1926, Inclusive

Kind of Car	Underframe	Series	DESCRIPTION OF WORK: Underframe Reinforced Friction Draft Springs	10" Air Brake Equipment	Additional 10" Side and End Planks	Trucks 5 x 9 Journals	Reinforced Ends	Improved Doors	Metal Sheathing Straps	All Steel Roofs
Box	Steel	19,500–22,499	1,304	1,120	....	1,120	*1,080	1,129	1,658	716
Box	Steel Center Sill	24,300–24,999	346	....	....	....	**365	316	478	164
Gondola-Twin Hopper	Steel	4,269–4,318	30	30	....	....	....	....	....	....
Gondola-Twin Hopper	Composite	4,319–6,563								
		25,000–28,999	1,664	1,416	....	....	....	....	....	....
Gondola-Twin Hopper	Steel Center Sill	40,000–42,201	523	279	....	....	....	....	....	....
Gondola-Single Hopper	Steel Center Sill	100–601								
		10,000–10,499	175	....	....	....	....	....	....	....
Gondola-Drop Bottom	Steel	37,000–37,999	953	....	789	....	....	....	....	....
Gondola-Flat Bottom	Steel	8,000–8,499	224	....	86	....	....	....	....	....
Stock	Steel	16,250–16,349	37	....	....	....	....	....	....	....
Refrigerator	Steel	16,575–16,594	13	....	....	....	....	....	....	....
Produce	Steel	16,750–16,890	xx73	....	....	....	....	....	....	....
Platform	Steel	8,000–8,499	102	....	....	....	....	....	....	....
Total	.....	.....	5,444	2,845	875	1,120	1,445	1,445	2,136	880

* 600 were equipped with "Hutchins" All Steel Ends. 480 were equipped with "D. & H." Reinforced Ends.
** Equipped with "Z" Bar Reinforced Ends.
xx 41 were equipped with cast steel single wear wheels, buffers, steam and signal lines, for operating in high speed service.

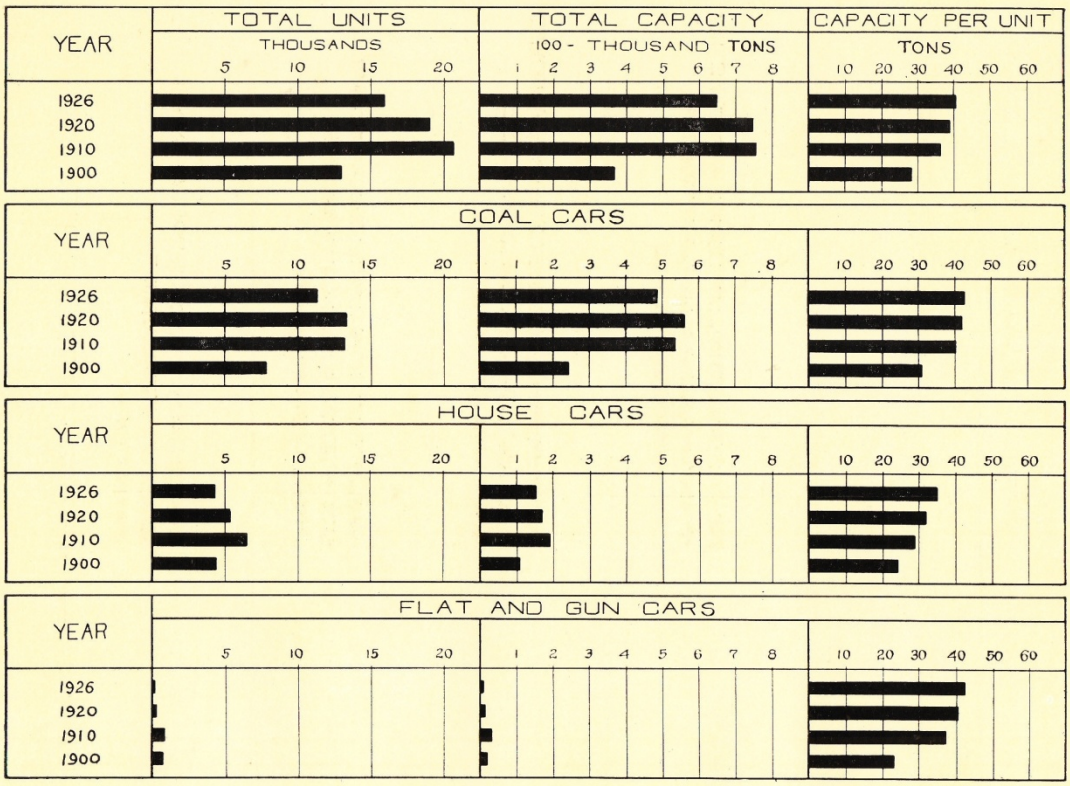
[101]

Betterments to Passenger Train Cars — 1922 to 1926, Inclusive

Kind of Car	Platform	Series	DESCRIPTION OF WORK: Steel Underframe	Heavier Trucks	Clasp Brakes	Body End Construction Reinforced	Vestibules	Vapor Heat	Archback Roof	Blind Ends	Lengthened 10 Feet	Remodeled to Full Baggage	Remodeled to Full Diner	Mail Apartments Remodeled	Electric Lights
Coach	Open	217–237	3	3	3	3	3	*3	....	....	....	....	....	....	....
Coach	Vestibule	187–194	4	4	4	4	....	*4	4	....	....	....	....	....	....
Coach	Vestibule	242–261	3	....	3	3	....	....	....	....	....	....	....	....	....
Coach	Vestibule	323	1	1	1	1	....	*1	....	....	....	....	....	....	....
Coach	Open	325–343	....	....	....	12	12	....	....	....	....	....	....	....	....
Baggage	Blind	451–470	5	5	5	5	....	3	....	....	....	....	....	....	....
Baggage	Open	403–449	8	8	8	8	....	8	3	8	2	....	....	....	....
Baggage	Blind	471–475	....	....	....	1	....	....	....	....	....	....	....	....	....
Pass. & Bagg.	Blind	539–543	1	1	1	1	....	*1	1	....	1	....	....	....	....
Horse	.....	950–951	....	....	....	....	....	....	....	....	....	2	....	....	....
Horse	.....	953–955	....	....	....	3	....	....	....	....	....	....	....	....	....
Milk	.....	802–861	12	12	....	....	....	....	....	....	....	....	....	....	....
Mail	Blind	729–731	....	....	....	....	....	....	....	....	....	....	....	3	....
Mail	Blind	700, 701 & 705	....	....	....	....	....	....	....	....	....	....	....	3	....
Cafe	.....	600	1	1	1	1	....	*1	1	....	....	....	1	....	....
Cafe	.....	604	1	1	1	1	....	*1	1	....	....	....	1	....	....
Total	.....	.....	39	36	27	43	15	22	10	8	3	2	2	6	**126

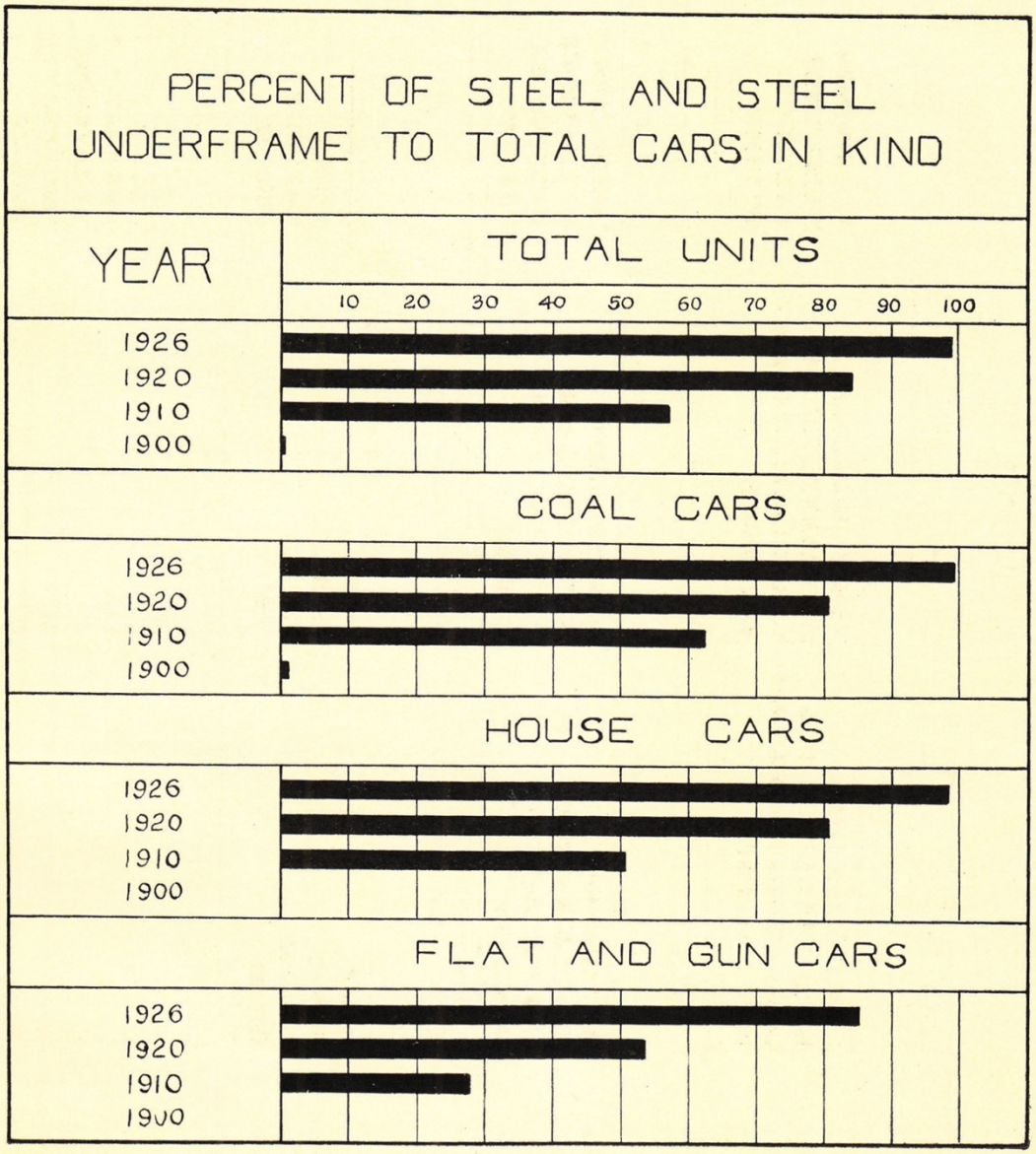
* Thermostatic Control.
** 57 Coaches, 39 Baggage, 9 Combination Passenger and Baggage, 15 Combination Mail and Baggage, 5 Horse and 1 Dining Car.

FREIGHT EQUIPMENT
ALL CARS



102

FREIGHT EQUIPMENT





Exterior of Car 601

Parlor Cafe Car 601 was reconstructed at Oneonta shops early in 1927. In the introduction of this car an innovation in convenience and comfort is offered to our patrons.

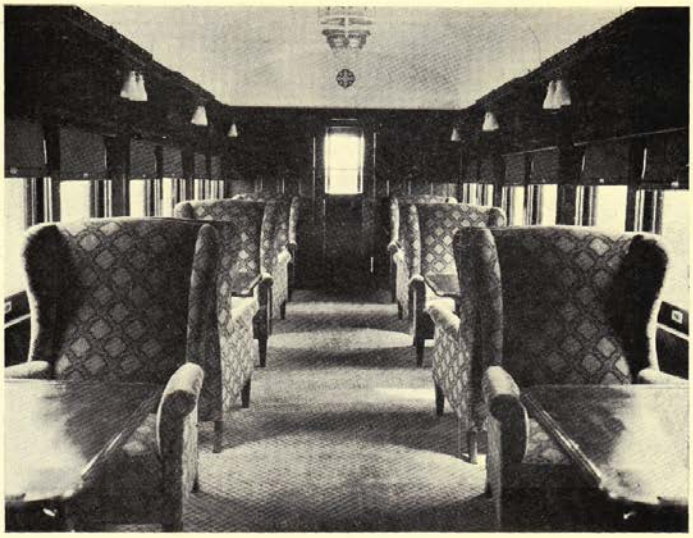
The interior is divided into three sections:

No. 1—A large parlor section with seating capacity for twelve, where smoking may be enjoyed. Comfortable high-back, well upholstered, movable chairs are provided, with portable tables arranged so meals may be served without inconveniencing the occupants.

No. 2—A small non-smoking parlor section with seating capacity for six, for passengers who object to smoke. The appointments are the same as in the smoking compartment.

No. 3—A dining section with seating capacity for eight, for passengers traveling in day coaches.

The original clere-story deck was replaced with an arch-back roof. A Commonwealth steel underframe and six-wheel, all-steel trucks of modern design, equipped with clasp brakes, were applied. The interior of car is finished in black walnut with white enameled bulkheads and ceiling. The interior electric fixtures and hardware are of satin silver finish. The lighting and ventilating systems are of advanced design. The kitchen, ample in space, is fully equipped with modern facilities.



Interior of Car 601

It is interesting to review, in a general way, the progress railroads have made since the invention of the "Quick Action Automatic Brake and the Automatic Coupler".

(a) Passenger car weights have increased from 20,000 pounds to 155,000 pounds —special equipment and dining cars 183,000 pounds.

(b) Freight car light weights have increased from 12,000 pounds to 58,000 pounds —on some roads even higher.

(c) Passenger train schedule speeds have increased from 30 miles per hour to 65 miles per hour, and higher.

(d) Freight train lengths have increased from 15 cars to as high as 150 cars; total weight increased from 300 tons to 5,000 tons, and in certain places in the country 6,000 to 8,000 tons.

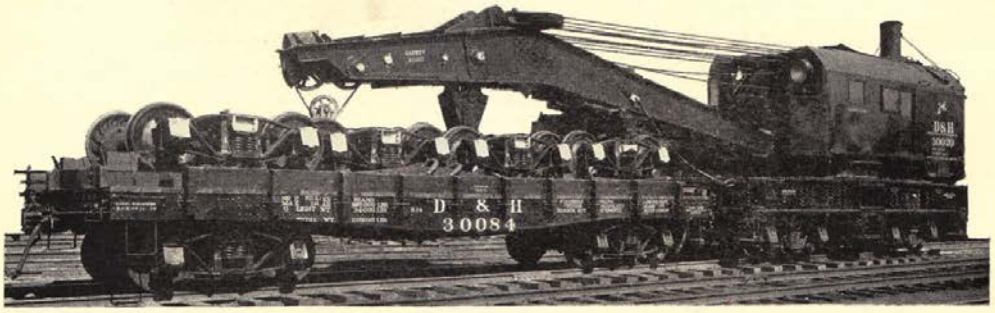
(e) Passenger trains have increased in length, from 2 and 3 cars, per train to, conservatively, 12 cars—in some parts of the country even more.



D. & H. Canal Company Caboose, No. 10

It was in this caboose, at Oneonta, N. Y., that the Brotherhood of Railroad Trainmen had its origin on September 23, 1883, when eight trainmen met therein and organized the Brotherhood of Railroad Brakemen. The name of the organization was changed to that of the Brotherhood of Railroad Trainmen on October 23, 1889. Forty-one years later, or on September 23, 1924, this relic of the past was enshrined in Neahwa Park, in Oneonta, N. Y., in commemoration of this event.

It is representative of design of caboose common to the early 60's.



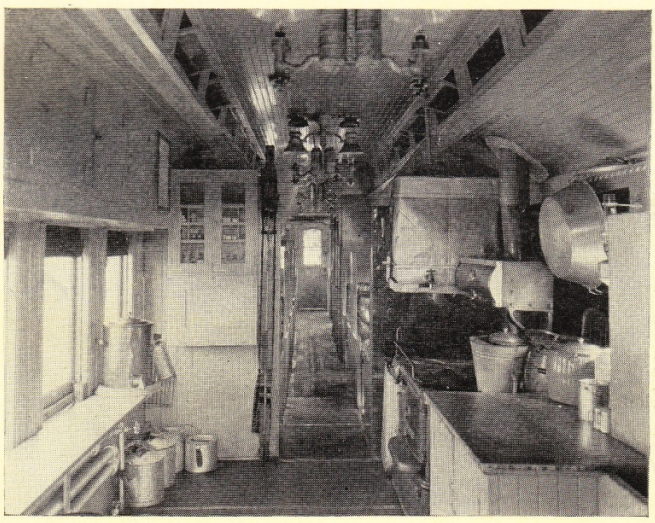
Self-propelled Wreck Crane 160-Ton Capacity

In 1921 one self-propelled steam wrecking crane No. 30020 was received from the Industrial Works, Bay City, Michigan. Capacity, 160 tons; weight, 256,000 pounds; length of crane car over underframe, 27 ft. 1-½ in.; width, over grab irons, 10 ft. 6 in.; height, with stack removed, 15 ft. Trucks, wheel base, each truck, 5 ft. 6 in.; wheel base, total, 20 ft. 2 in. Wheels, steel, 33 in. diameter; journals, 6-½ in. by 12 in.

This crane was provided to minimize delay in clearing wrecks. The 100 ton crane was found to be inadequate for handling, expeditiously, modern locomotives and loaded cars of high capacity, the weights of which still exhibit an increasing tendency. Our experience with crane No. 30020 was so satisfactory, that in 1926, when the purchase of another crane was being considered, one of similar size and construction was specified. Price of crane 30020, $44,418.98. Price of crane 30021, $50,864.69.



Wreck Clearing Outfit



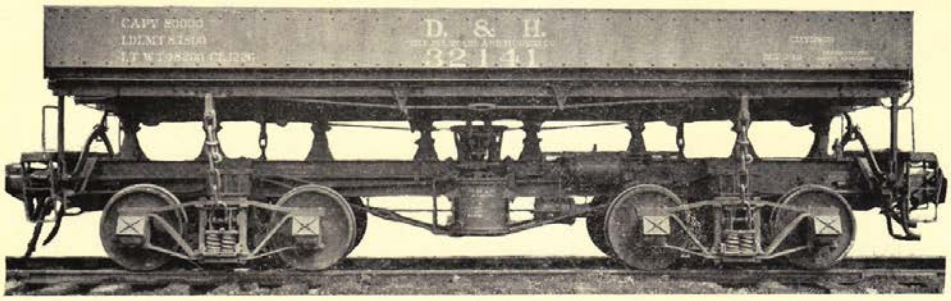
Interior of Wreckers' Riding Car — Kitchen End



Interior of Wreckers' Riding Car—Dining and Sleeping Compartment



Interior of Tool Cars



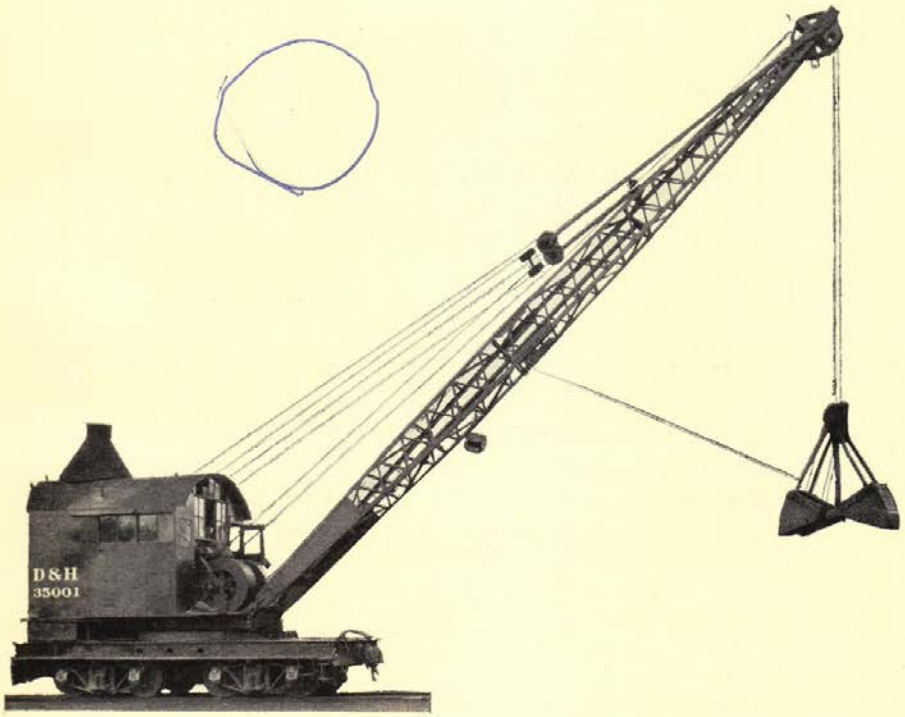
20-Cubic Yard All Steel Air Dump Car

Thirty all steel air dump cars of this design were purchased in 1922 from the Clapp Norstrom and Reilly Equipment Company of Chicago, Illinois.

Outside dimensions: length over body end sills, 28 ft. 11 in.; width, 10 ft. 1-$\frac{3}{4}$ in.; height, 8 ft. 1-$\frac{1}{4}$ in.

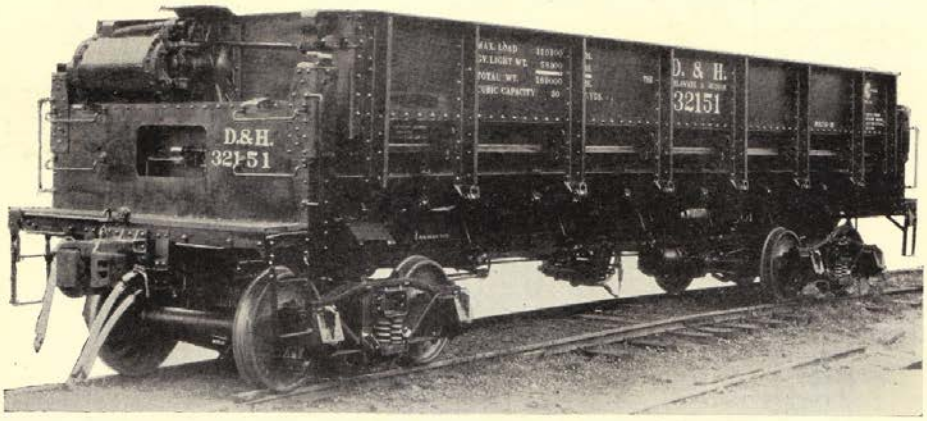
Inside dimensions: length, 26 ft.; width, 9 ft.; height, 2 ft. 4 in.

Trucks, arch bar type; wheels, cast iron, 33 in. diameter; journals, 5 in. by 9 in.; capacity, 20 cubic yards. These cars were built in 1919 by the Western Wheel and Scraper Company.



Locomotive Coaling Crane No. 35001

In 1923 our Company purchased a Browning Steam Locomotive Coaling Crane, No. 35001, from the Parklap Construction Company, Glens Falls, N. Y. It has a hoisting capacity of 30 tons. Weight, 134,850 pounds. Price, $9,500.00.



30-Cubic Yard Air Dump Car

Ten 30-cubic yard extension side all steel air dump cars were acquired from the Clark Car Company in 1926.

Outside dimensions: length over striking castings, 38 ft.; width, 10 ft. 2in.; height, 8 ft. 7-½ in.

Inside dimensions: length, 32 ft. 1-⅞ in.; width, 9 ft. 1-½ in.; height, 2 ft. 10-3/16 in.

Trucks, improved arch bar type; wheels, cast iron, 33 in. diameter; journals, 5-½ in. by 10 in.

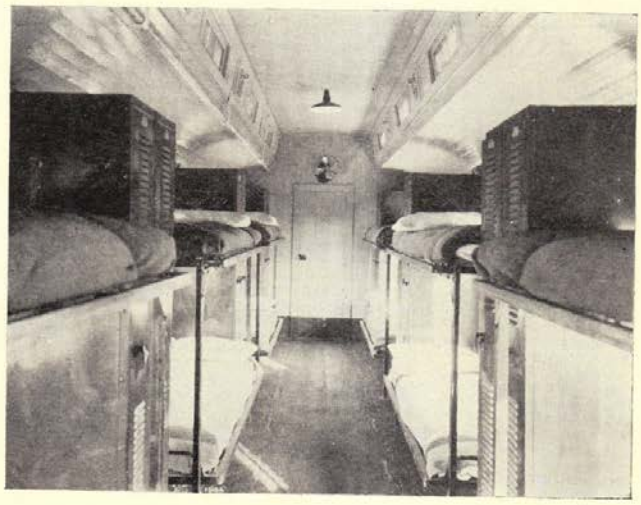
The work service equipment assigned to Maintenance-of-Way camp service prior to the year 1922 was, with few exceptions, of the box car type, which was withdrawn from revenue service on account of its poor condition.

This class of equipment, while perhaps suitable for the housing of gangs of track laborers whose employment was, more or less, temporary was not deemed by the management as entirely satisfactory for the more permanent employees of the Bridge-and-Building, Signal and Electrical groups; therefore, with the object of reducing the labor turnover and establishing a more satisfied feeling among those groups, a program contemplating the building and outfitting of one or more complete camp outfits each year was started in 1922 and since that year, seven (7) such complete outfits have been completed and put in service.

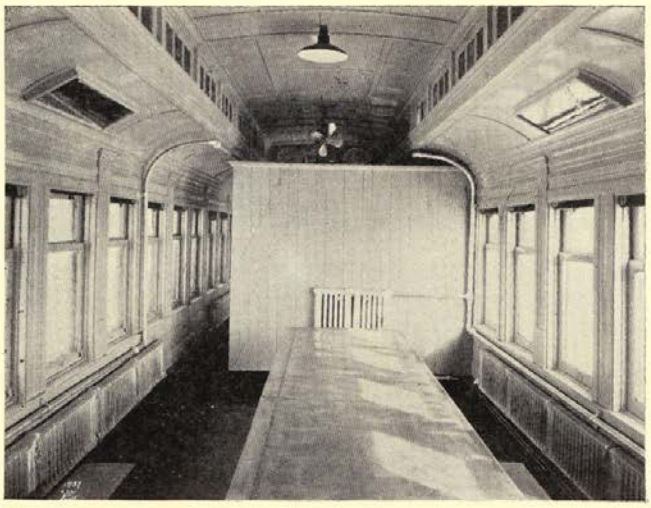
Cars converted and utilized for this service are selected from obsolete passenger and freight equipment.



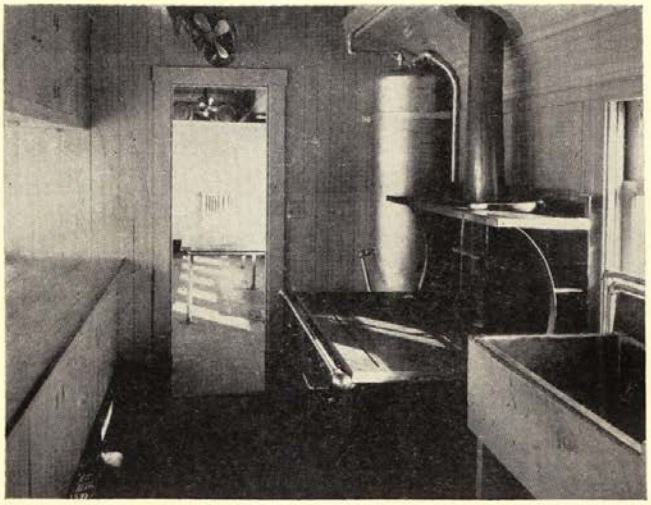
Boarding Outfit, Complete



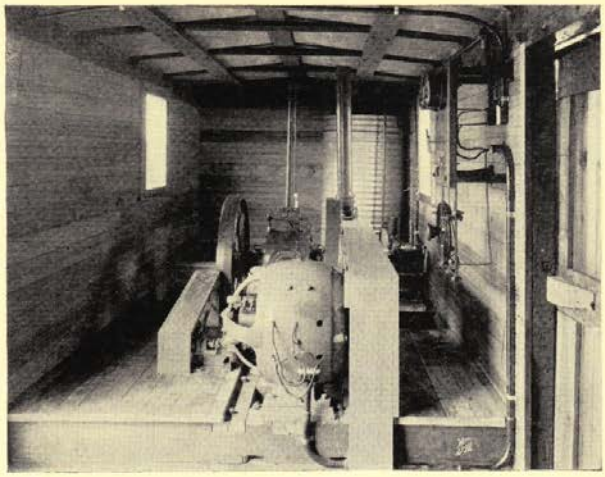
Interior of Sleeping Car



Dining Room



Kitchen End



Power Plant

This plant is used to generate power for lights and automatic electric pump to supply water for the kitchen and shower baths. The outfit is provided with a tank for carrying the water supply.

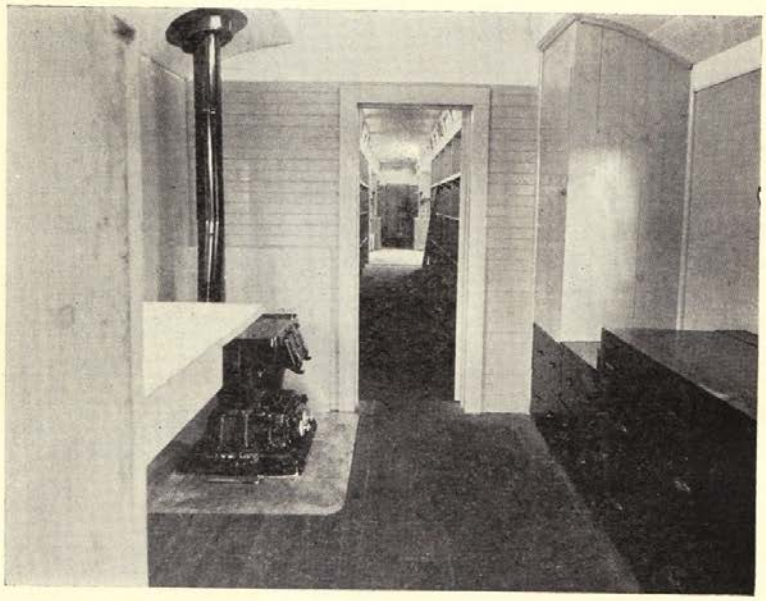
A similar outfit will be completed in 1927, making a total of eight camp car outfits for the Maintenance Department.



Supply Car

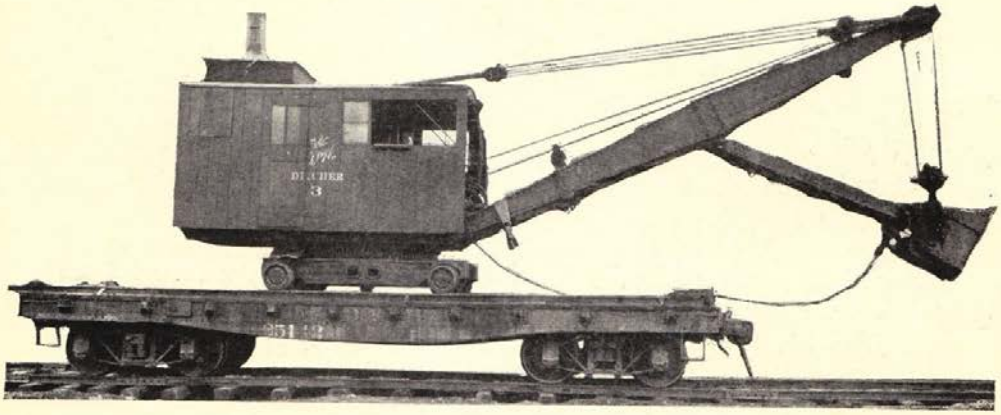
Stores' Department Supply Car No. 35243, was reconstructed from a 60 ft. baggage car, equipped with a steel underframe, larger capacity trucks, and placed in service June 24, 1925.

The purpose of this car is to distribute stationery and station supplies to all points on the railroad. Deliveries are made on fixed schedule pursuant to a plan of automatic requisitioning designed to facilitate delivery and prevent excessive use of supplies.



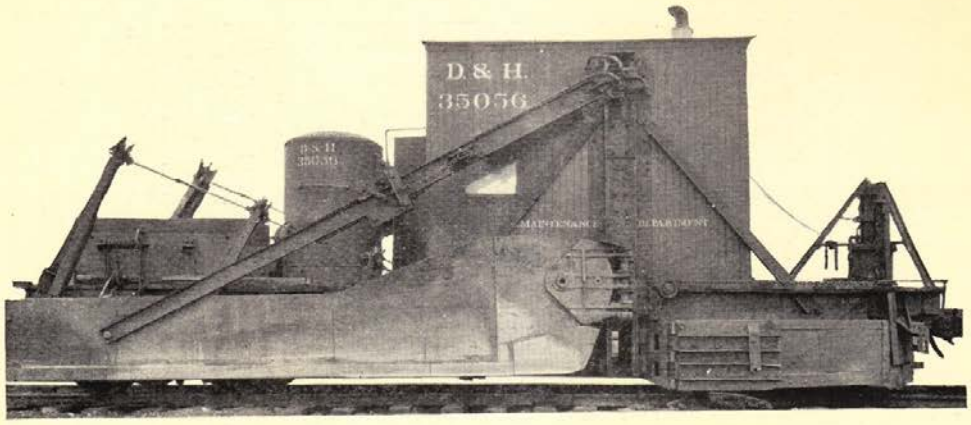
Interior of Supply Car

The living section, 8 ft. 11 in. wide by 10 ft. long, is equipped with modern facilities for the comfort and convenience of the attendant. The supply section, which is 8 ft. 11 in. wide and 30 ft. 6 in. long, is provided with suitable shelving, etc., to permit prompt handling of supplies.



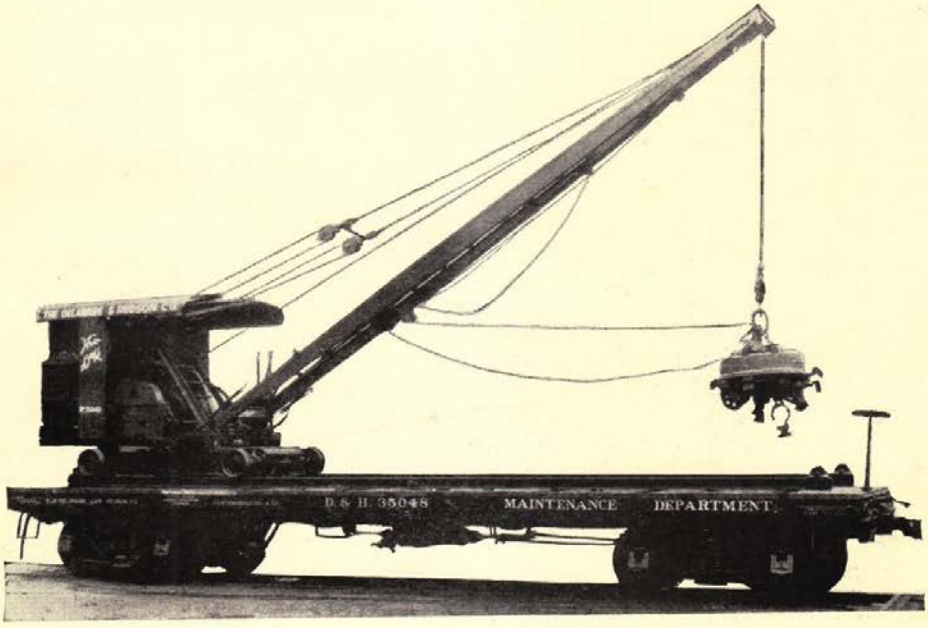
Ditcher No. 3

In April 1925, our Company purchased a class "E" Railroad Ditcher from the American Hoist and Derrick Company, capacity of bucket, ¾ cubic yard.



Jordan Spreader, No. 35056

Purchased from the General Equipment Company in 1925. Weight, 79,500 pounds. Length, over striking plates, 35 ft. 4-½ in.; width, over wings, 10 ft. 6 in.; height, over all, 14 ft. 1 in.



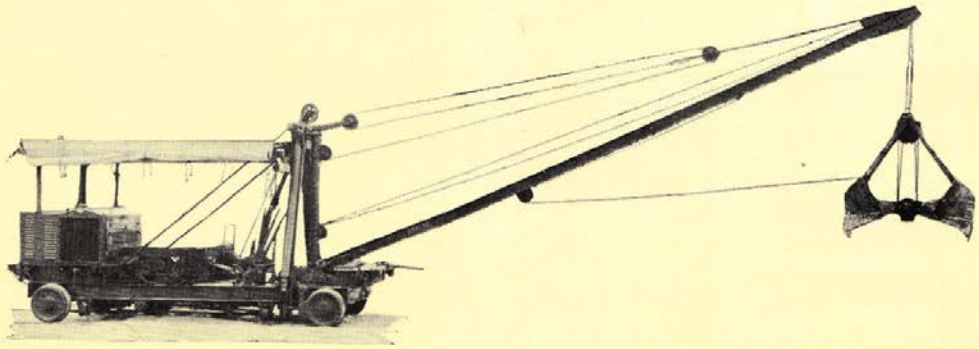
Universal Crane, No. 35048

The crane illustrated was purchased by our Company from the Universal Crane Company, Cleveland, Ohio, in 1925. It is a self-propelled and gasoline operated type crane with magnet. The crane is composed of a driving motor, two

drum hoisting mechanism, power boom hoist, positive boom locking device to prevent boom falling, power rotating gear, power traveling mechanism, and necessary levers and operating gears to control the various crane functions. Crane is operated by a 40 H.P. gasoline engine. The lifting capacity is four tons.

In the same year our Company built, at the Colonie Shops, a specially constructed steel underframe platform car, No. 35048, on which this crane was mounted rigidly with propelling mechanism to travel the length of the car. Length of car, over end sills, 37 ft. 1-⅜ in.; width, 9 ft. 1-½ in.; height, 4 ft. 1-¼ in.

The distinctive advantages of this arrangement are that the full power of the crane can be applied to propel the unit and an extra loaded car, thus avoiding the constant use of a locomotive.

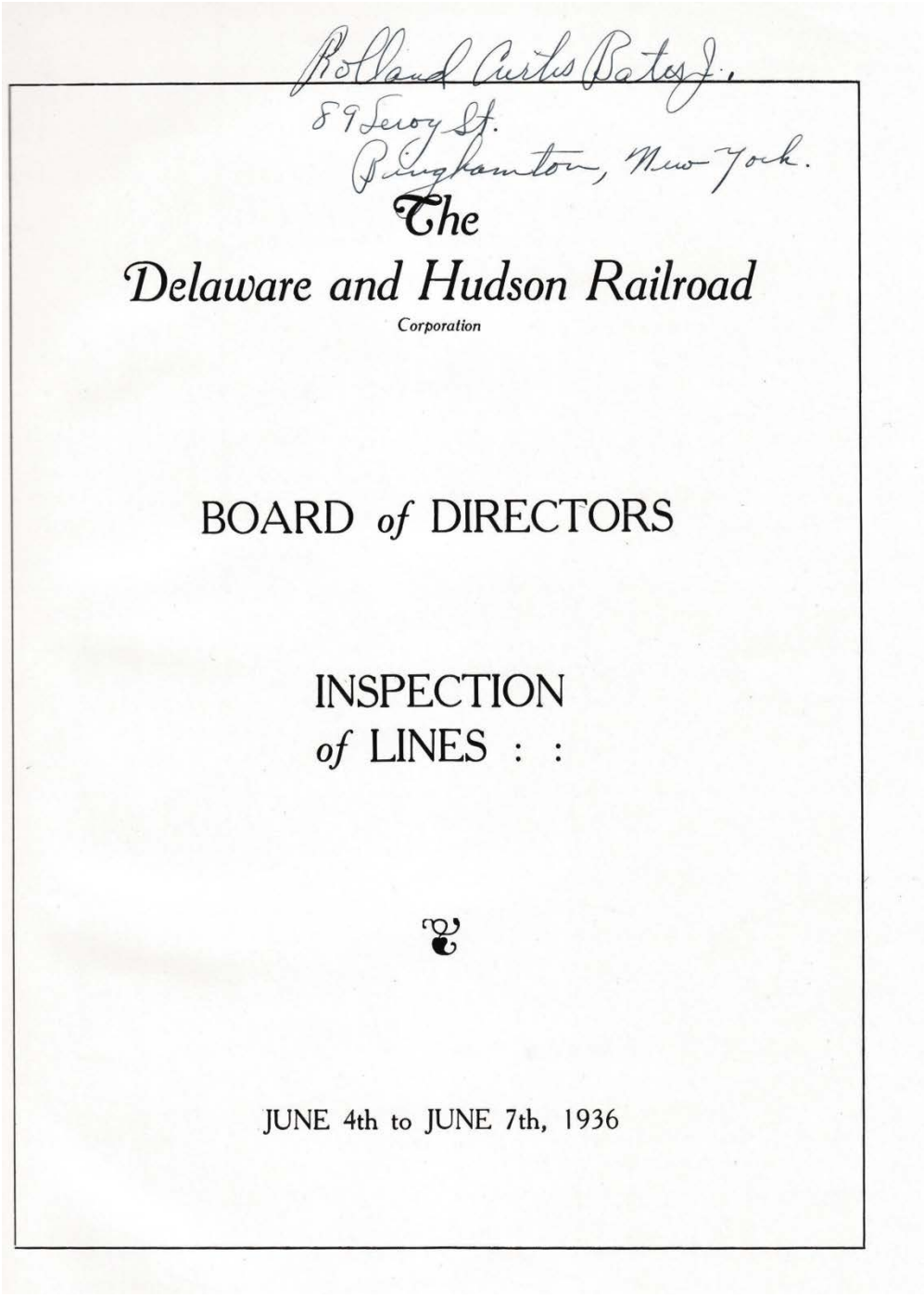


Standard Steel Burro Crane

In 1926 our Company purchased a self-propelled and gasoline operated type Standard Steel Burro Crane, No. 35045, from the Cullen-Friestedt Company, Chicago, Illinois. It is equipped with magneto, impulse starter, governor, clutch, and heavy duty three speeds forward, one reverse. Traveling speeds are three and one-half miles, seven miles and fourteen miles per hour in either direction. The 30 ft. structural steel boom is raised or lowered to any angle. A clamshell is used for handling ballast, excavating, loading cars, and general handling of materials. A magnet is also used in picking up track accessories along the right of way as well as handling this material in rail yards. The crane is operated on rails mounted on a steel underframe platform car when handling crushed stone, sand and building materials and, when magnet is used. It is removed from car and operated on standard gauge tracks when laying rails, erecting trestles, etc.

Being a self-propelled crane, the constant use of a locomotive is avoided. Another feature is that but one man is required to operate it. Price $6,944.00.

Another equally important source of information on D&H passenger and freight equipment is the 1936 *Inspection of Lines* book, pp. 81-126, which are given below.



Rolland Curtis Bates Jr.
89 Leroy St.
Binghamton, New York.

The
Delaware and Hudson Railroad
Corporation

BOARD of DIRECTORS

INSPECTION
of LINES : :

JUNE 4th to JUNE 7th, 1936

This 1936 report was prepared by Mr. George W. Ditmore, Master Car Builder, and Mr. Edmonds, Superintendent of Motive Power.

Preface

The historical outline of the locomotive and other equipment development of your railroad was presented to you in 1926 and 1927.

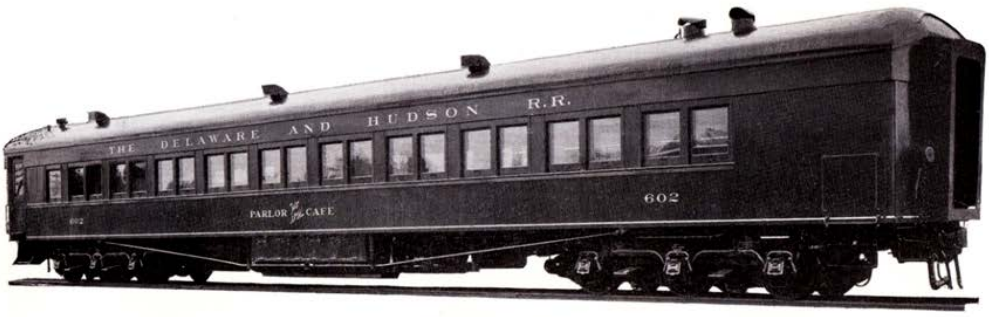
Since that time the development seems to warrant further notice.

Your Master Car Builder, Mr. Ditmore, and your Superintendent of Motive Power, Mr. Edmonds, have therefore prepared the following chapters bringing the work to date.

J. T. L.

Office of the
Vice-President and General Manager.
Albany, New York,
June 1st, 1936.

Passenger, Freight and Work Equipment



Parlor Cafe Car 602

Foreword

In June, 1927, this office prepared for you, a brief history of the development of the car rolling stock on your railroad, from its inception, to, and including, the year 1926.

Continuing this review, it is the purpose of this resume to set forth the progress in the years subsequent to 1926.

Albany, N. Y.
June 1, 1936.

Introductory

Coincident with the progress in car development, efficiency in car inspecting and repairing has increased. Practices have been improved and unnecessary operations eliminated.

In 1927, the car repair property at Oneonta was reconstructed and the heavy repairing and building of open top equipment consolidated at this point. Formerly it had been the practice to perform this work also at Green Island and Carbondale. Likewise, Green Island Shop was improved to facilitate heavy repairing of box cars, permitting discontinuance of such work at Colonie. Consequently, all heavy maintenance is now performed under cover.

In addition, since 1927, other major activities have been concentrated at Oneonta, N. Y., namely: air brake triple valve repairs: journal box oil and waste reclamation: brake beam assembling plant: and all work incident to wheel and axle maintenance. By the end of 1928, eight outlying light repair stations had been abolished and operations concentrated at fewer points.

The changes indicated established greater efficiency in the prosecution of programs designed to improve the quality, and adjust the quantity, of equipment to meet traffic requirements.

That your freight car stock has been maintained in good serviceable condition is attested by the low percentage of cars held for repairs. In each year the average has been well below five percent.

In comparison with the number of cars owned in 1926, by the end of 1935 a reduction had been made of: (a) passenger train cars—79 or 21%; (b) freight train cars—1910 or 11.8%; (c) work service equipment—199 or 29.4%. A further reduction of freight train cars will be effected by the sale of one thousand (1000) 42½ ton, steel center sill cars for delivery the forepart of 1936.

The resume previously presented ended with the year 1926. We pick up from that point, and carry forward the records, in the succeeding pages.

Period 1927 to 1930

The policy of modernizing equipment, by the application of improvements, was continued.

As applied to freight train cars, the reconditioning program included such major betterments as: underframe reinforcements; friction draft springs; heavier section arch bars; ten inch air brake equipment; power hand brakes; improved truck springs; and brake beam supports.

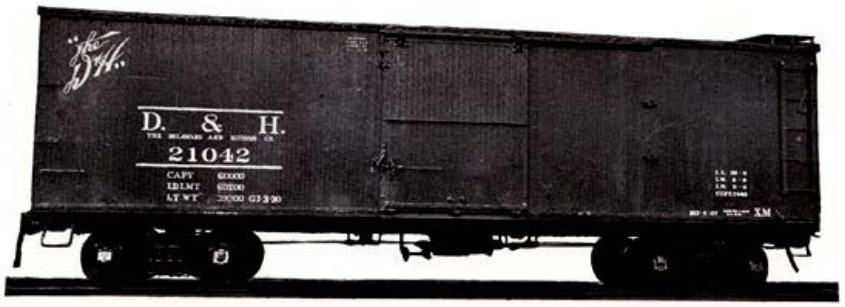
Additional improvements were made on box cars by the application of all-steel flexible roofs, in lieu of the wood inside metal type, reinforced ends, and better type of door fixtures. The capacity of a number of units was increased from 60000 to 80000 pounds by the installation of heavier trucks, with 5 x 9 inch journals.

The program of increasing the cubical capacity of gondola equipment, by the application of additional side and end planks, was completed.



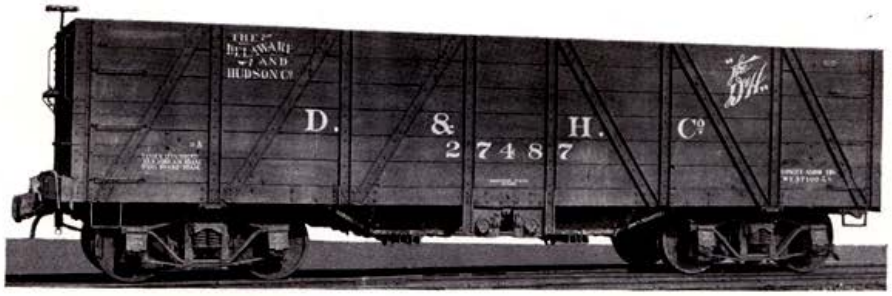
Reconditioned 80000 lb. Capacity Box Car

Improvements included: reinforced steel underframe; friction draft springs; ten inch air brake equipment; reinforced ends (D. & H. design); all-steel roof; improved door fixtures; and metal sheathing straps. Forty-ton (5 x 9 in. journals) arch bar trucks replaced thirty-ton (4¼ x 8 in. journals) trucks, thus increasing the nominal carrying capacity from 60000 pounds to 80000 pounds.



Reconditioned 60000 lb. Capacity Box Car

The foregoing description of the 80000 lb. capacity steel underframe box car, other than larger capacity trucks, applies also to the improvements on 60000 lb. capacity box car.



Type of 42½ Ton Twin Hopper of Composite Construction Before Reconditioning



Representative of the 42½ Ton Twin Hopper After Reconditioning

The work programmed included: reinforced steel underframe; friction draft springs; ten inch air brake equipment; and self-locking hopper door devices. The side planks were cut off in line with the hopper slopes to reduce dead weight and maintenance.



42½ Ton Gondola

The above photograph represents cars of this class which have received reinforced underframes, ten inch air brake equipment, friction draft springs, steel stakes, and additional side and end planks, the cubical capacity being thus increased approximately twenty-two (22) per cent.

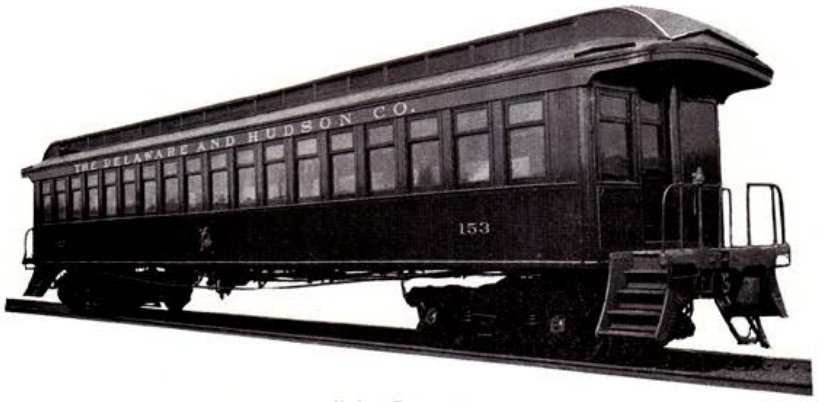


42½ Ton Self-Clearing Triple Hopper Car



Interior of 42½ Ton Self-Clearing Triple Hopper Car

One hundred and fifty (150) cars of the type illustrated were built in 1929, at Oneonta Shops. The details of construction conform with A.A.R. requirements. With the exception of the wood sides, the cars are of steel construction throughout. The axle journal dimensions are 5 x 9 inches for which A.A.R. rules establish a total weight of 136,000 pounds on rail. The average tare weight is 39,000 pounds, thus permitting a maximum load of 97,000 pounds. The cubical capacity is 1633 feet, and on the basis of 52 pounds per cubic foot for anthracite, and allowing ten inches for load heap, this unit is capable of carrying 97,000 pounds of coal. As indicated the relation of dead weight to paying load is 40%. These cars marked the beginning of a coal car building program undertaken to replace obsolete units. In this connection a progressive car building system was adopted by which the work scheduled was carried out in ten major shop operations.



Before Rebuilding



Suburban Car After Rebuilding

Twelve (12) coaches were rebuilt at Oneonta, N. Y., for suburban service on the Pennsylvania Division. Steel underframes replaced wood, the body end construction was reinforced with steel, and the conventional clere-story roofs were changed to the arched deck type. The interior finish is of mahogany with white enameled bulkheads and headlining. Ventilation is secured by means of concealed ducts leading from combination center lamps to exhaust ventilators in the roof. The windows are stationary, excepting that the upper sash is so hinged that it may be swung inwards to admit air. A slide ventilator is provided in the bottom rail of the lower sash. The trucks (four wheel) are of steel construction equipped with clasp brakes. Improved safety center pins provide a positive lock between trucks and underframe to prevent telescoping. In fact, the use of these safety pins has been made standard on new and rebuilt cars.

The axle journals, 5″ x 9″, excepting on the first four cars constructed, have roller bearings, the open platforms are equipped with high folding safety

gates, and the entire floor of the platforms are covered with steel safety matting. The cars have a seating capacity of 82 persons; length over end sills 65 ft.; approximate weight 102,300 lbs.

The modernization programs carried on in Company shops also included:

Rebuilding of,
- One parlor cafe car,
- One dining car,
- Six baggage cars,
- Eight milk cars.
- One combination passenger and baggage car,
- One coach to combination passenger and baggage car;

Building of,
- One dining car to replace a diner retired;

Converting of,
- Three horse to baggage cars,
- Three mail and baggage to baggage cars.



Cafe Car 604 Before Rebuilding



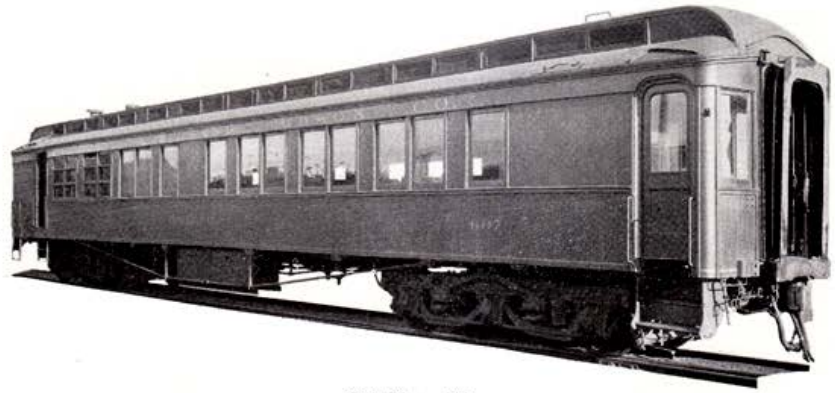
Car 606 After Rebuilding

The work of rebuilding Cafe Car 604 to a full dining car was undertaken at Oneonta Shops latter part of 1926 and completed in February, 1927, and numbered 606. The car was equipped with steel underframe, six-wheel steel trucks and clasp brakes. The original clere-story roof was replaced with arched deck design. The interior is finished in old ivory with window trim, chairs and tables of mahogany. There are twelve double-bracket side wall lamps, five combination ventilator register center lamps, and five ceiling fans with rotating air deflectors, finished in silver.

The ventilating system consists of air ducts connected to the lamps and ventilators in the roof.

Accompanying illustrations may be of interest.

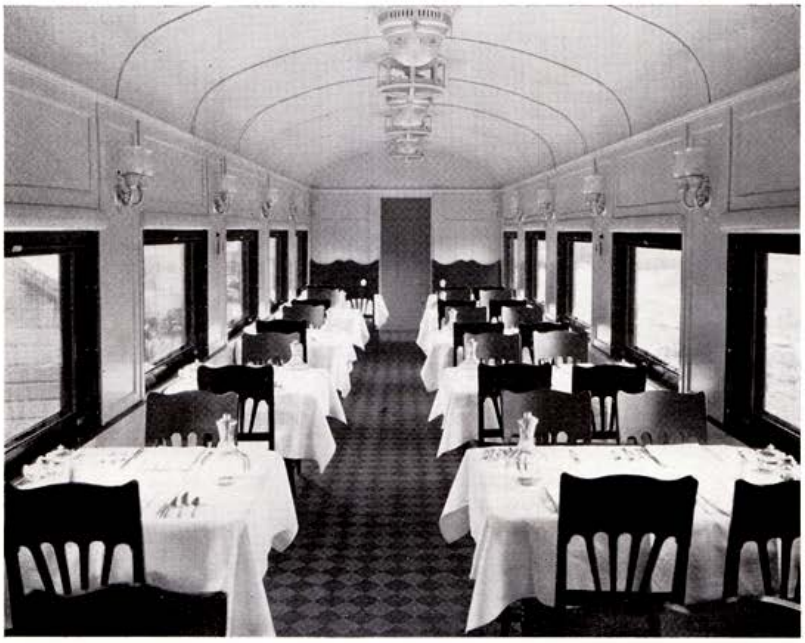
Parlor Cafe Car 601 was reconstructed at Oneonta Shop early in 1927. Reference is made to the photographic illustrations and description appearing on pages 104 and 105 of the book previously presented. The dining compartment has since been enlarged by combining it with the non-smoking section.



Old Diner 607



New Diner 607



Interior New Diner 607

In 1928 dining car 607, built in the year 1893, was retired. In the same year, a dining car was built at Oneonta Shops to fill the vacancy and was assigned the same number.

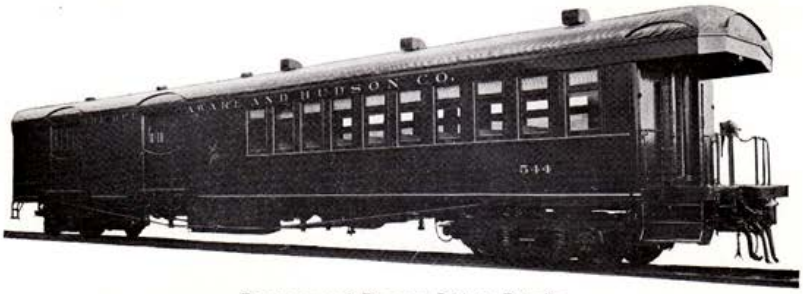
The new unit is of substantial construction, the metal frame superstructure, consisting of metal posts and carlines, being attached to the fish belly steel underframe at the metal side sills. Pursuant to D. & H. building standards, the roof construction is of the arched deck type.

The interior is finished in old ivory with window trim and furniture of mahogany and the hardware of satin silver finish. Five fans with rotating deflectors are suspended from the ceiling to create air circulation with minimum amount of draft. Ventilation is secured through the D. & H. system of air ducts, laid between ceiling and roof, leading from combination ceiling ventilator lamps to ventilators in roof. The floor covering is "Parquette," a composition of cork and rubber. Table tops and sinks in the pantry and kitchen are made of non-corrosive metal.

The trucks, six wheel, 5″ x 9″ journals, are of steel construction, equipped with clasp brakes.

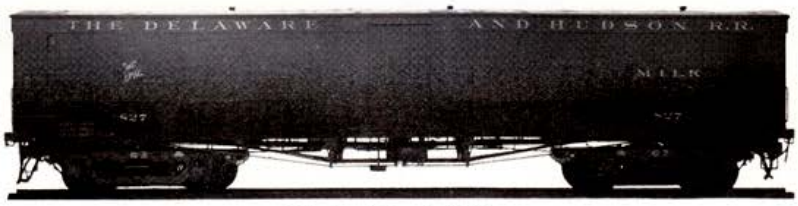
The length of car over end sills is 76 ft: seating capacity 36 persons: weight 145,700 lbs.

Passenger and Baggage Car 540 was rebuilt at Oneonta in 1927 and renumbered to 546. Photographic illustrations, and description of details of car 545, appearing on Pages 92 and 93 of the previous "History of Car Rolling Stock", are representative.

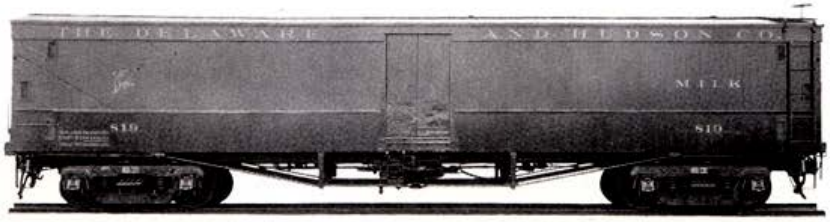


Passenger and Baggage 544 as Rebuilt

Coach 197 was remodeled to a passenger and baggage car in 1928 and renumbered to 544, for service in suburban trains operated on the Pennsylvania Division. Improvements included: steel underframe; four-wheel trucks with 5″ x 9″ journals; clasp brakes; roller bearings; reinforced body end construction; arched deck roof; improved heating and ventilating systems; and safety folding gates at the platform end. Length over end sills—68 ft.; weight—101,900 lbs.; seating capacity—36.

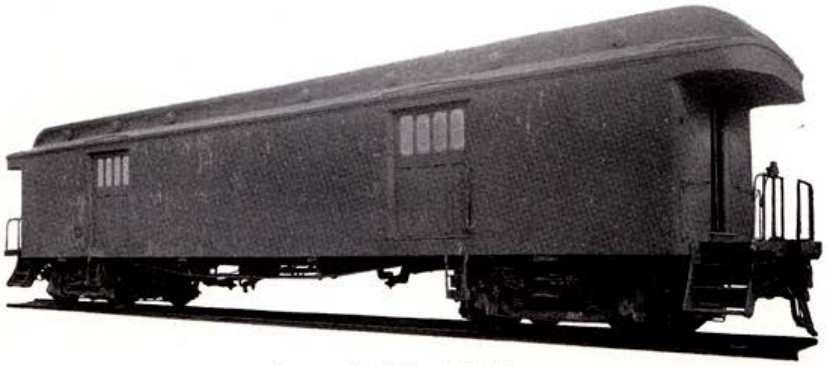


Milk Car Before Rebuilding



Milk Car After Rebuilding

Car 819 is representative of eight milk cars rebuilt in this period. Steel underframes were applied, in lieu of wood, and four-wheel steel trucks, 5½" x 10" journals, replaced trucks of composite construction.



Baggage Car Before Rebuilding

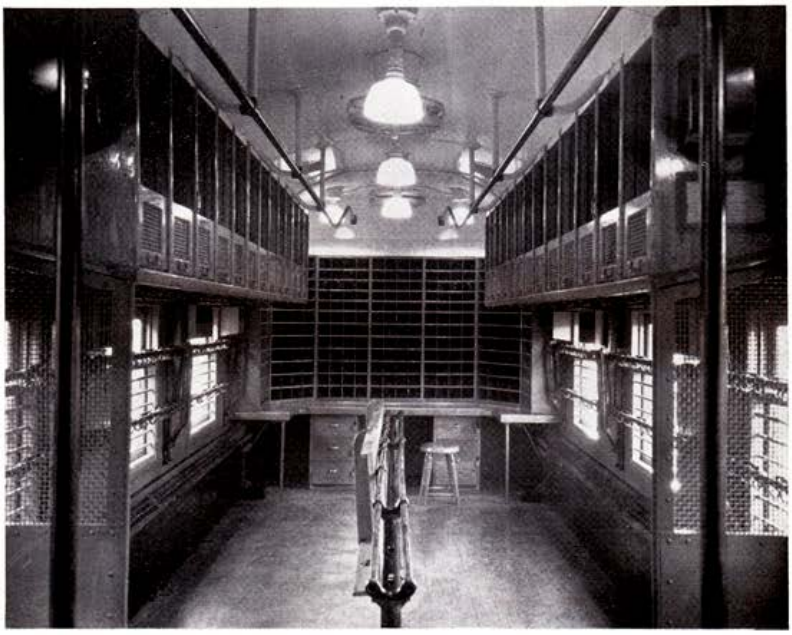


Baggage Car as Rebuilt

Baggage Car No. 487 is illustrative of the class of baggage cars rebuilt and modernized by the application of steel underframes, steel four-wheel (5½" x 10" journals) trucks, clasp brakes, reinforced body end construction, arch type roof and by the installation of Vapor heating system.



All-Steel Mail and Baggage



Interior View of Mail Apartment

In pursuance of Railway Post-Office service regulations requiring:

> "..... that after January, 1930, all cars or parts of cars, except as hereinafter provided, used for railway post-office service shall be of steel construction....."

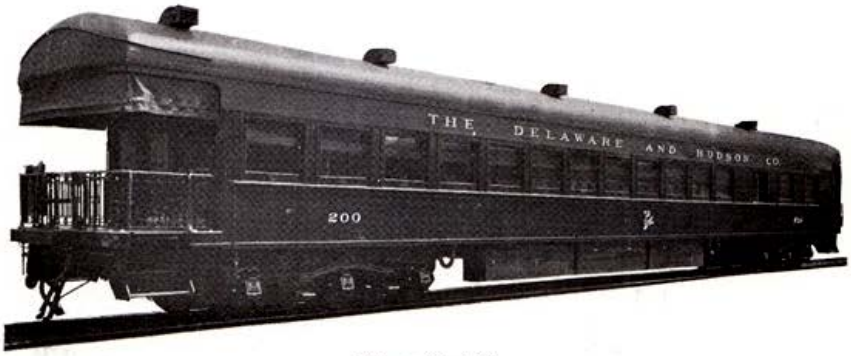
this Company purchased eight new all-steel combination mail and baggage cars of the type illustrated for operation in main line trains. The cars were numbered in series 701-708 inclusive and delivered during 1928-1930. Approximate cost, $22,406.36 per car.



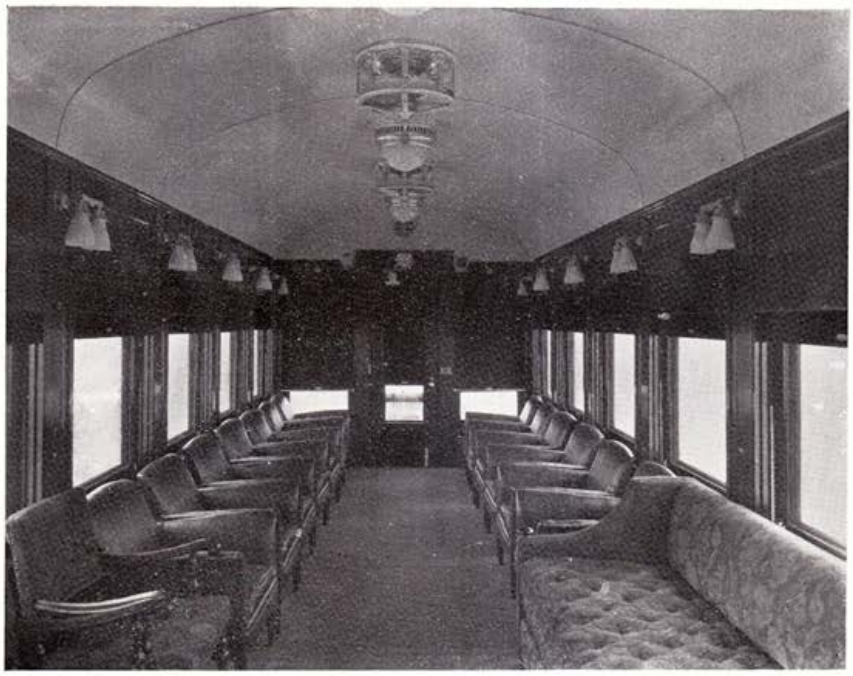
Baggage Car as Converted

In 1928, three (3) steel underframe horse cars were converted to baggage cars which completed the program projected in 1926 for adapting five (5) horse cars for baggage traffic.

Three (3) steel underframe baggage and mail cars, Nos. 707, 709 and 714, were lengthened and remodeled to full 60 ft. baggage cars. Trucks were improved by the application of clasp brakes and the clere-story roof construction was replaced with the arched deck type. The cars were renumbered 491, 492 and 493 respectively.



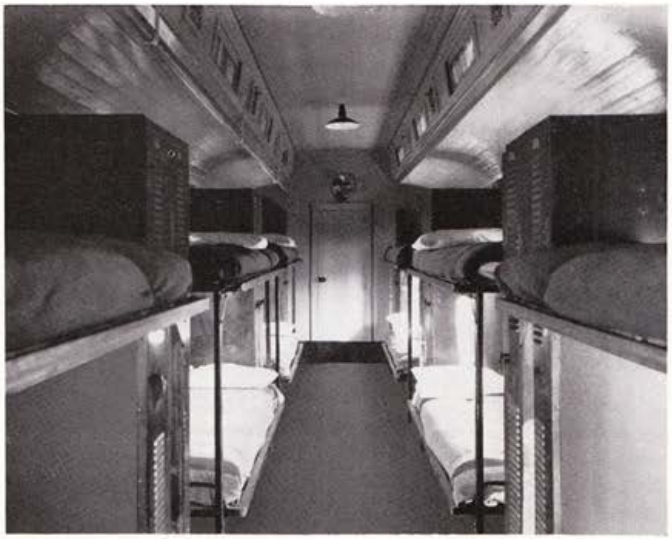
Private Car 200



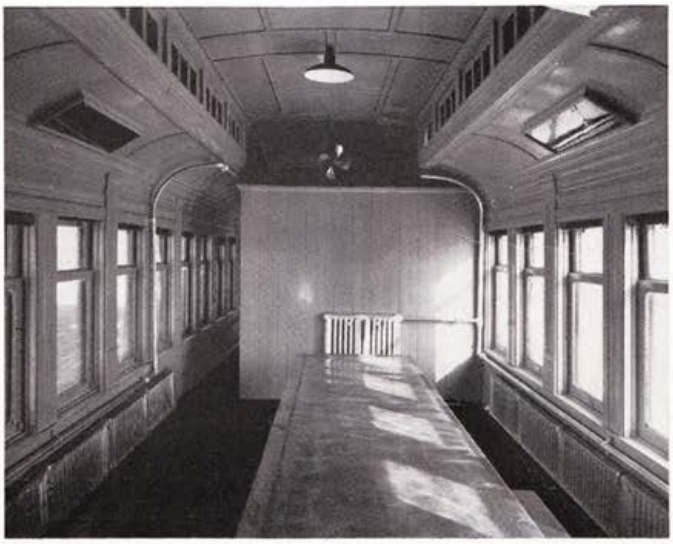
Observation Section Private Car 200

In 1927 Private Car No. 200 was rebuilt at Oneonta Shop. This car is of substantial construction throughout, the metal frame superstructure, consisting of metal posts and carlins, being attached to the fish-belly steel underframe at the metal side sills. The interior is finished in black walnut with hardware fixtures of satin silver finish. The ventilating system, especially adaptable for roofs of arched deck construction, consists, in the main, of ducts disposed between the ceiling and roof, leading from the combination ventilator lamps to exhaust ventilators. There are three (3) "Pullman" compartments and a large observation section—29 ft. long—with extension table, chairs and other appointments suitable for conference purposes. Sleeping accommodations are provided for eight persons, excluding porter's space.

The steel trucks, six-wheel, 5½" x 10" journals, are equipped with clasp brakes. The length of car over end sills is 73 ft., weight 160,500 pounds.



Interior of Boarding Sleeping Car



Interior Boarding Dining Room

Continuing the policy of providing suitable housing equipment and working facilities for the various laboring groups assigned to bridge and building, signal and maintenance of way service, four passenger and two freight-train cars were withdrawn from revenue service and adapted to two camp car outfits. Each outfit consists of:

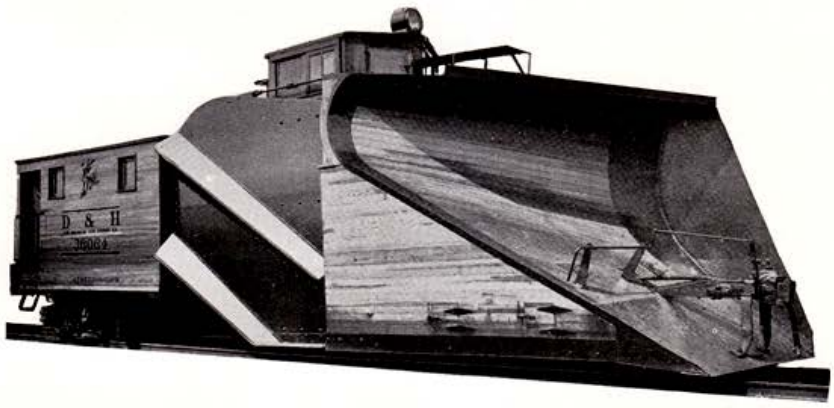
(a) One combination dining and kitchen car, equipped with electric lights, water tank, shower baths, coal range, hot water boiler, refrigerator, cupboards, tables, etc.;

(b) One sleeping car equipped with electric lights, bunks, steel lockers, tables, benches, and Arcola heating system;

(c) One water supply and fuel car, equipped with second-hand locomotive tank, stove, and power plant, for generating electricity for light and supplying water.

One such outfit was completed in 1927, for the Signal Department, and another in 1929, for the Maintenance of Way Department.

One model No. 5 rebuilt 25-ton Browning Coaling Crane, No. 35006, equipped with double drums, enclosed steel house, 50 ft. latticed type boom, steam brakes on all eight wheels and one (1) new clamshell bucket were purchased in 1927, for Green Ridge, Pa.



Double Track Snow Plow

Russell snow plow, double track, with steel wings of the elevator type, was purchased from the Russell Car and Snow Plow Company in February 1927. With this type of wing the snow is first loosened at the side of the cut, then forced up and out. Each wing is independently operated by air from within the car and, when not in use, fits into recesses provided on the side of the car. Provision is also made for cleaning out the snow between the rails.

This type of plow is adaptable for single as well as double track service.

Baggage car 448 was withdrawn from passenger-train service and, in 1928, was converted to a Material Supply Car for the Stores Department and renumbered 35238. This car is 52 ft. long and is especially adaptable for material distribution, since it may be operated in passenger, as well as freight, trains.



Scale Inspection Car

Due to increasing size of cars developed by railroads, a new all-steel Scale Inspection Car with welded, water-tight body, capable of testing track scales of 80 tons, was constructed at Green Island Shop in 1929. This car is equipped with roller bearings and the latest type of accessories.



Snow Flanger 36049

Flat car No. 8385 was converted to Snow Flanger No. 36049 by the application of two "Ray" type flangers, installation of air operating mechanism and construction of housing on platform, replacing Flanger No. 36002 retired.

Two rules of significant interest appeared in the A. R. A. (now A. A. R.) Code of Rules governing the interchange of freight traffic, namely:

Rule 26 (effective August 1, 1928) in substance provided that "when necessary to renew an arch bar or tie bar, and the construction of truck and car body will permit, it shall conform, so far as practicable, to A. R. A. design."

Rule 3, Section 3, reading: "Truck side frames, cast steel, conforming to A. R. A. specifications, required on all cars built on or after July 1, 1928. From Owners." Effective October 1, 1929, it was extended to include rebuilt cars.

This marked the beginning of a movement to ban arch bar trucks, construction type and size notwithstanding.

Period 1930

The freight car building program, undertaken in 1929, was pushed forward more vigorously, particularly during 1930 and 1931. In the former year, six hundred (600) hopper cars, of 42½ tons nominal carrying capacity, were built at Oneonta Shop and three hundred and fifty (350) of the same type were authorized in the latter year. (See pages 87 and 88).



80000 lb. Capacity Single Sheathed Box Car

One hundred (100) single sheathed steel frame, box cars of 80000 lb. capacity were built at Green Island in 1931. The inside dimensions are: length 40'6"; width 8'6⅜"; height 8'9"; cubical capacity 3016 cu. ft. The truck construction is a departure from the conventional type. It is known as the National type "B", designed by the National Malleable and Steel Castings Company. A notable feature is the absence of a spring plank. The brake hanger brackets and journal boxes are cast integral with the side frame, which, together with the special type of bolster, permits rapid exchange of wheels. The axle journal dimensions are 5 x 9 in., for which the A.A.R. rules allow a total weight of 136,000 lbs. on rail. The tare weight is approximately 44,100 pounds. Although the ratio of dead weight to revenue load is about 48%, it is of interest to take note of the fact that the cubical capacity equals that of many 50-ton box cars (5½ x 10 in. journals), which indicate a lower ratio but actually weigh more due to the difference in truck weights. In that box cars are seldom loaded to their full axle carrying capacity, due to the light, bulky, nature of the commodities transported, it is felt that the economical unit for merchandise shipments is the car of 80000 pounds capacity.



All-steel Cement Car

Although the conventional box car is extensively used for shipping bag cement, it became apparent, early in 1933, that there was a demand for equipment particularly adaptable to the methods of loading and unloading cement shipped in bulk. Upon investigation it was found that suitable equipment could be supplied by adapting some of our all-steel coal cars of 55-tons nominal capacity. A conversion program was projected for twenty cars, nine of which were completed in 1932 and eleven in 1933.

These cars are equipped with all-steel roofs, constructed with eight rectangular hatches, 2 by 3 feet, to facilitate loading. There are four discharge gates, designed especially for this service. Each gate is provided with a weather shield, to exclude moisture, and a slide which when removed assists in breaking up the compact mass of cement formed at the bottom of the hopper, thus facilitating the unloading into the conveyor mechanisms used at the receiving terminal. Each car has a cubical capacity of 1435 feet and is capable of carrying 324 barrels or 121,975 pounds of cement.



Hopper-Box (Cement) Car

The increasing demand for bulk cement cars led to a further study of requirements with the result that, in 1934, it was decided to convert box cars as their conversion could be accomplished more quickly and at less expense. Thirty (30) steel frame, 100,000 pound capacity, box cars were thus changed over, fifteen (15) each at Green Island and Oneonta.

The original all-steel roofs were reconstructed with eight rectangular hatches; four special hoppers with discharge gates were provided; a bulkhead was installed in the center of car to divide the load; and slopes were built from the hoppers to the roof. The cubical capacity is 1407 feet and each is capable of carrying 309 barrels or 116,100 pounds of cement. These care are unique in that they can be easily restored to carry lading usually transported in conventional box cars.

In the interest of efficient operation it is important, of course, to keep the supply and variety of cars at the minimum indicated by the demand. As applied to coal cars, it was found that additional self-clearing cars of 55-ton capacity could be used to good advantage in anthracite traffic. A program was adopted to build two hundred and ten (210) cars of that size to replace the equivalent aggregate capacity of cars of lesser cubical content retired from service.

During 1934 and 1935 one hundred (100) 55-ton triple hopper cars were built at Oneonta and an additional fifty (50) are scheduled for 1936.



55 Ton Hopper Car

Car No. 4404 is typical of the class constructed. These cars are of steel construction with the notable exception of wooden side planks, which, from a maintenance standpoint, are considered desirable. The cars conform

with the A.A.R. Code of Rules governing new equipment and introduce for the first time on D. & H. cars, the "AB" type of air brake equipment, representing the latest development in that art. Other accessories of interest include truck spring snubbers, to reduce harmonic action and maintenance costs; power hand brakes for the convenience of train crews; slack adjusters to permit easy adjustment of piston travel; cast steel, integral type door frames riveted to the side and center sills; and cast steel doors, which strengthen the hopper unit and minimize corrosion. The axle dimensions are 5½" x 10", for which A.A.R. rules establish a total weight of 169,000 pounds on rail. The average tare weight is 43,000 pounds, thus permitting a maximum load of 126,000 pounds. The cubical capacity is 2,158 feet, and on the basis of 52 pounds per cubic foot for anthracite and allowing ten inches for load heap, a unit is capable of carrying 126,000 pounds of coal. As indicated the relation of dead weight to paying load is 34 percent.

In 1934 eighteen (18) 40-ton steel underframe box cars were adapted for handling sulphur in bulk by the application of four (4) roof hatches to facilitate loading. These cars are used exclusively in sulphur traffic, operating between Corinth, N. Y., and the Albany dock.

On page 123 a condensed summary of the improvements on freight equipment is given. It will be noted that, in addition to the betterments described in the 1927-1930 period, such items as paneled sides, "AB" brake equipment, cast steel hopper door frames, steel hopper doors, steel gondola ends, and cast steel truck side frames, are indicated.



55 Ton All-steel Hopper as Built



55 Ton Hopper After Improvement

Car No. 3323, illustrated, is typical of the modernization and maintenance policy followed by your Company. One thousand (1000) cars, of which No. 3325 is representative, were purchased and allocated to this Corporation by the United States Railway Administration in 1919.

In 1934, it was observed that the side sheets on a number of units showed evidence of deterioration and required renewing. It was decided to improve the superstructure by the application of steel paneled sides, thus increasing the capacity by 60 cubic feet. Other betterments included the application of "AB" type air brake equipment, Improved truck springs to reduce harmonic action, power hand brakes, cast steel, integral type door frames, and cast steel doors to minimize corrosion and strengthen the hopper unit.

The design of air brake equipment designated as "AB" meets all the requirements of the A.A.R. specifications for air brakes on freight equipment adopted in 1933. The A.A.R. rules provide that on and after January 1, 1945, all freight cars, in interchange service, must be equipped with air brakes meeting the aforesaid specifications. On all cars built new, application of the "AB" brake was made a requirement, effective September 1, 1933.



70 Ton Ore Car

Forty (40) 70-ton ore carrying cars, formerly leased from the Chazy Marble Lime Company, were purchased in 1935. These cars are in service between Lyon Mountain and Standish, being especially adaptable for transporting iron and sintered ore. They are of all-steel, double plate, construction, insulated with asbestos. Average light weight—56,000 lbs., load limit—154,000 lbs., capacity—841 cu. ft., length inside—18 ft. 11 in., axle journals —6 in. x 11 in.



Gondola Car

Your gondola flat-bottom cars are of composite construction with a nominal carrying capacity of 42½ tons. These cars are used largely in the movement of anthracite coal, mine props, marble and pig iron. The accompanying illustration of car No. 14001 is representative of improvements made to one hundred and ninety (190) cars during the period 1931-1933, inclusive, by the application of steel ends, steel sides stakes and cast steel truck side frames.



Gondola Car

The popular demand for low side, flat bottom, gondola cars led to the adoption of a conversion program to adapt twin hopper cars, of 42½ ton nominal carrying capacity for the coal trade at terminals where unloading is performed by hand. These cars are known as "shovel cars." Photographic illustration of car No. 15825 is representative.

The Arbitration Committee of the Association of American Railroads, in its report to the 1930 Annual Meeting, called attention to the large number of accidents caused by arch bar failures and recommended the following addition to Interchange Rule 3:

> "Trucks, with arch bars, prohibited, effective January 1, 1936, under all cars. From owners."

On January 28, 1931, it was submitted to Letter Ballot and was carried by the narrow margin of eight votes. (The voting was on the basis of one vote for each thousand cars owned: two-thirds majority of the votes cast being necessary for adoption).

The effective date has been extended to January 1, 1938, when compliance with the rule becomes mandatory.

Your Company voted negatively, taking the position that the ruling out of all arch bar trucks from existing cars was uneconomical and without justification; and that structurally, an arch bar truck of sufficient cross section, properly maintained, is just as efficient as the cast steel frame type.

Obviously little consideration was given to improvements made in recent years to arch bar trucks, as, for example, the application of approved section, turned up end bars, in lieu of light section, plain end types.

On December 31, 1931, 81% of your cars were equipped with arch bar trucks. Programs initiated each year to equip cars with cast steel truck side frames in order to comply with the rule follow:

1931	160 cars
1932	310 "
1933	310 "
1934	600 "
1935	600 "
1936	600 "

By the end of 1936 approximately 56% of the freight car ownership will remain for this attention.

In 1930 five (5) wood underframe coaches were remodeled for suburban service on the Pennsylvania Division by supplying steel underframes, arch-deck roofs, electric lights, and other improvements, thus completing the program begun in 1927. (See page 89).

In addition, the work of rehabilitating milk, baggage and coach equipment by the application of steel underframes, heavier trucks, and (except milk) arch-deck roofs, clasp brakes, strengthened body end construction, etc., was continued during 1930 and 1931. Details and photographic illustrations appear in the 1927-1930 period.

In 1932 it was decided to suspend the milk car program because of the decline in that traffic, and the increased use of privately owned tank cars for transporting bulk shipments.

The Arbitration Committee of the American Association of Railroads recommended, in 1930, that a new section be added to the Passenger Car Rules of Interchange, reading:

> "Effective October 1, 1931, cars other than passenger carrying equipment, not equipped with two-inch metallic steam heat connectors, will not be accepted in interchange. Effective January 1, 1933, no car of passenger carrying equipment, not equipped with two-inch metallic steam heat connectors, will be accepted in interchange."

The reason given was that the advantages of the metallic connectors justify this provision. The effective date was extended from time to time, and no further extension will be given after January 1, 1937.

During the period 1930-1935 sixty-six (66) cars were equipped with metallic connectors, and ten additional car sets are provided for in the 1936 program.



Dining Compartment Car 603

In 1932 parlor-cafe car 603 was built at Oneonta to replace a cafe car retired.

The superstructure is of substantial wood and steel fabrication with arch-deck roof. The interior is finished in black walnut with white enameled bulkheads and ceiling. The electric fixtures and hardware are of satin silver finish. The parlor section is provided with fourteen high back, movable, chairs upholstered in frieze plush. The arrangement is such that tables can be easily positioned for serving meals. In the public dining section, accommodations are provided for serving seventeen persons.

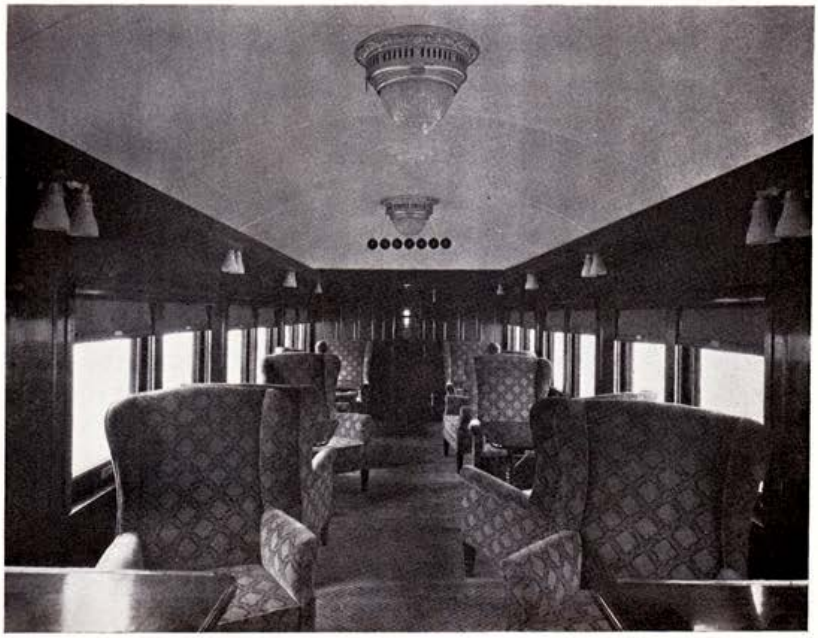
The kitchen and pantry are finished in French grey. The cooking tables are covered with non-corrosive metal. Drinking water is purified by a filtering system installed in the kitchen.

The trucks, 6-wheel, are of steel, equipped with clasp brakes and roller bearings.

In 1934 an accounting adjustment was made at the request of the Interstate Commerce Commission applicable to ninety-seven (97) units of equipment (95 passenger—2 private) reconstructed during the period 1922-1932, inclusive.

Expenditures for rehabilitation had been treated in the accounts as repairs and charged to operating expenses, other than betterments, which had been allocated to the appropriate equipment account. The Commission took the position that, in scope, the work necessitated dismantling the units, in order to replace parts thereof with improved parts, to modernize the equipment and create an expectation of life fairly comparable with new and modern equipment, and that, therefore, the cars should have been accounted for as retired and the rebuilt units considered as additional units of equipment.

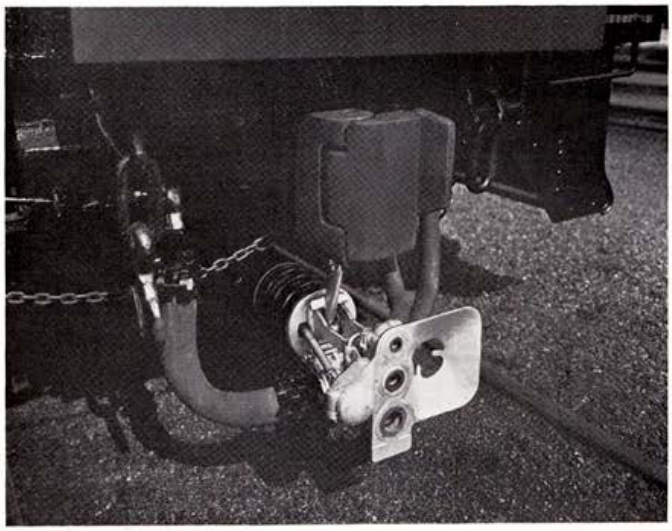
During the period 1927-1935, fifty-nine (59) cars that had thus been reconditioned were affected by this ruling. These are indicated under the caption "Steel Underframes" in the accompanying summary of passenger car betterments, page 124.



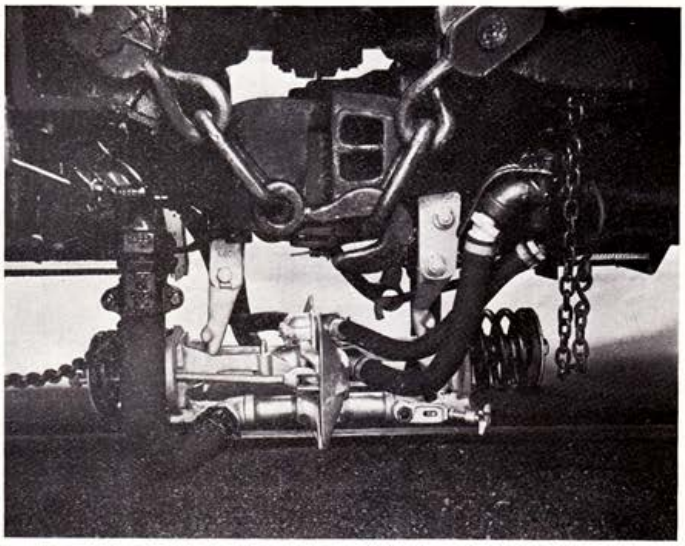
Parlor Section Car 602

A matter of interest that is receiving much attention today is the air conditioning of passenger-train equipment to increase the comforts of travel, particularly in thru runs. In June, 1935, Parlor Cafe Car 602, operating in the Montreal Limited, was equipped with air conditioning apparatus. The ice system was adopted because it is peculiarly suited to the service in which this car operates. There are two units, one located overhead at the pantry and the other in the passage-way at the opposite end. Installed beneath the car body is an ice storage bunker and two centrifugal pumps. The conditioning units are piped both for cooling and heating. During the winter a changeover is easily made by means of a series of valves, the purification and circulation of the air continuing just as in summer. This car was reconstructed at Oneonta in 1931, and with the exception of the air conditioning feature is an exact duplicate of Parlor Cafe Car 603 built in 1932.

Five additional cars in dining service are programmed for 1936. The ice system will again be used in view of the satisfactory performance of car 602 and the economy of installation.



End View Showing Connector Suspended from Coupler. Signal, Air and Steam Lines are in a Vertical Row

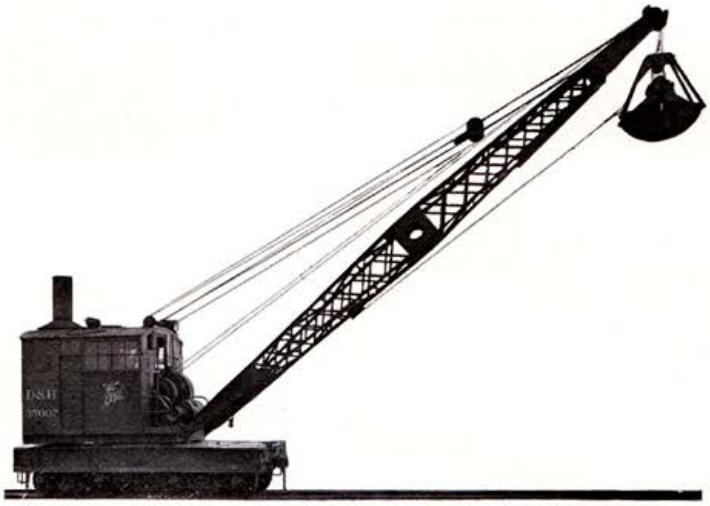


Coil Springs and Automatic Latches Insure Positive Hose Connections

In March 1936, an experimental application of automatic train pipe connectors was made to cars operating in trains 305 and 308 on the Susquehanna Division.

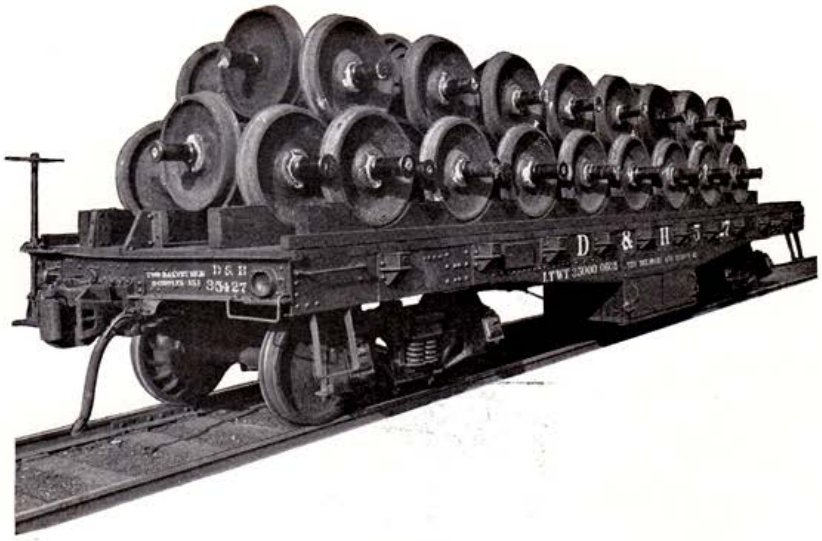
Four cars, namely: coach, smoker, parlor-cafe and mail and baggage, were equipped with this device which automatically connects the air, signal and steam lines simultaneously with the locking of the automatic couplers when cars come together, thus obviating the necessity of going between cars to make hose connections.

These appliances were supplied by the Robinson Connector Company and their performance is being watched with considerable interest. While not new in principle (see Page 59 of "Car History" previously presented) the manufacturer feels that they are an outstanding development in the automatic connector art.



Coaling Crane (No. 35007)

One Model "E" (rebuilt) 25 ton Ohio Locomotive Coaling Crane, No. 35007, equipped with double drums, enclosed steel house, 50 ft. latticed angle boom, steam brakes on all eight wheels, double feed oil pump, Alemite greasing system, and a new 1-cubic yard clamshell bucket, was purchased in 1930, for Mohawk, N. Y.



Wheel Car

All demands for wheels and axles are met by the Oneonta wheel shop, and it follows, therefore, that shipments to and from that point must be made with minimum delay.

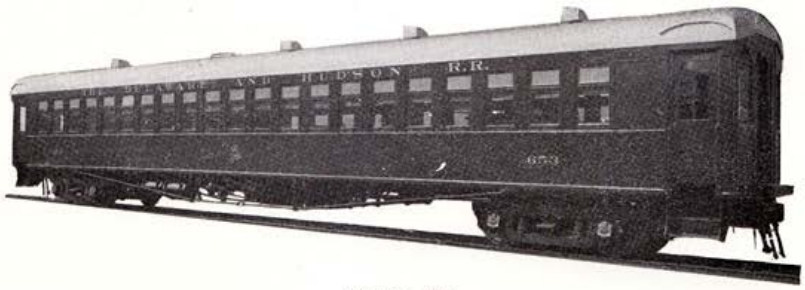
In 1931, a new type of wheel car was introduced to facilitate handling and reduce mileage. Cars previously used in such work service were limited to shipments of eighteen (18) pairs of wheels, whereas, with the improved design, provision is made for shipping thrity-six (36) pairs.

As illustrated, four timbers, with arcs cut, at staggered locations, to accommodate the tread of a car wheel, are secured to the floor for loading eight (8) pairs of mounted wheels in one row and ten pairs in another row. This permits of loading three additional tiers, lengthwise and crosswise, which by interlacing the axles and wheels combine to hold the entire load rigidly in position and prevent shifting in transit.

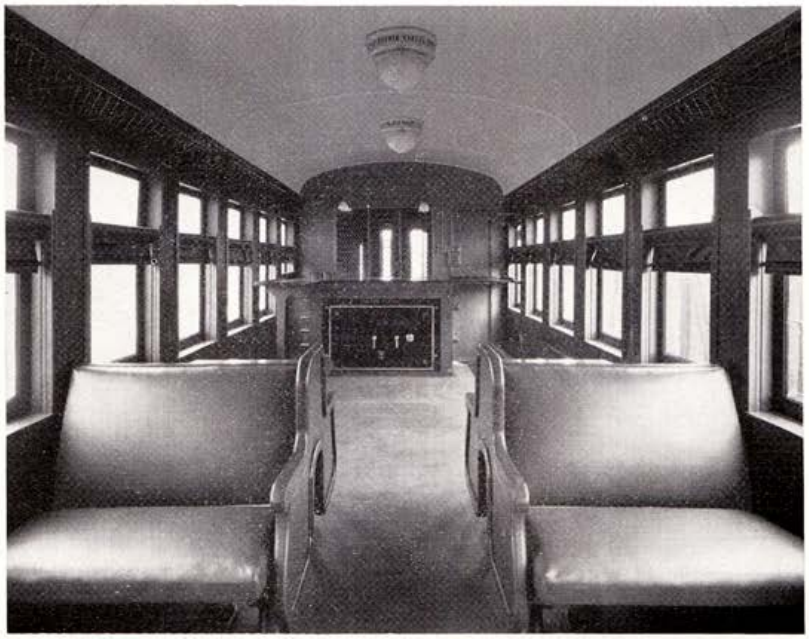
A portion of the floor has been cut out and an angle iron inserted. In the vertical leg of this angle iron a row of closely spaced holes has been drilled for securing, by means of adjustable anchors, if necessary, loads of less than car load lots.

An added feature is the provision of a metal box beneath the floor of the car for transporting triple valves.

Four cars were converted in 1931 and six in 1932.



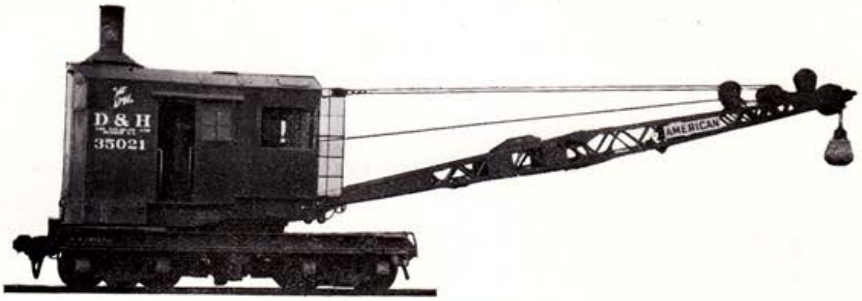
Pay Car 653



Paying Section

In 1934, coach No. 11 of steel underframe construction was reconstructed to Pay Car 653 at Oneonta for the Hudson Coal Company, to replace Pay Car 652 damaged in accident at Scranton, Pa., October 9, 1933, and retired from service.

In 1935, two (2) combination Locomotive Steam Cranes and Pile Drivers were purchased from the American Hoist and Derrick Company. Further description of this equipment, which was delivered in 1936, follows:

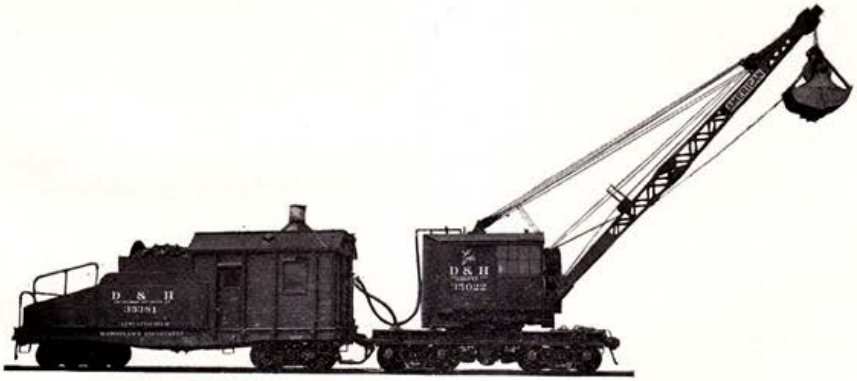


30 Ton Crane and Pile Driver

Photographic illustration of 30 ton, Combination Locomotive Steam Crane and Pile Driver, D. & H. No. 35021, complete with 50′ pile driving leads, 45′ crane boom, steel cab, two 16″ diameter friction operated hoisting drums, with fixed winchhead on one of the drum shafts, air brakes, cross compound compressor and train airline, 20″ double sheave fall block with swivel hook, sliding type outriggers, 7½ K. W. Turbo generator with arrangement for magnet operation, 45″ magnet with push button control, 1½ cu. yard, clamshell bucket and one (1) pile hammer.

Capacity of crane without pile driver attachment—60100 lbs., at 12′ radius; 9000 lbs. at 45′ radius, without outriggers; with outriggers, capacity at 45′ is increased to 12000 lbs.

Travel mechanism is geared for ten (10) miles per hour speed and fitted with rapid screw shift for throwing traveling gears out of mesh.



20 Ton Crane and Pile Driver

Photographic illustration of 20 ton, special Combination Locomotive Steam Crane and Pile Driver, D. & H. No. 35022, complete with pile driving hanging leads, 40 ft. radius booms, steel cab, two friction operated hoisting drums, steam brakes on all eight wheels, train airline, winchhead fixed on mast, gear driven through friction gears, 1 cu. yard clamshell bucket and one (1) pile hammer.

Capacity of crane, without pile driver attachment, 40700 lbs., at 12 ft. radius; 8100 lbs. at 40 ft. radius, without outriggers; with outriggers—10800 lbs. at 40 ft. radius. With pile driver attachment, capacity is decreased 4000 lbs.

Travel mechanism is geared for eight (8) miles per hour. Vertical type steam boiler, coal bunker and water tank are mounted on D. & H. flat car No. 35381.

For many years railroads have been faced with the problem of eliminating the costly delays in train operation resulting from hot boxes.

The seriousness of this problem was duly recognized by the American Association of Railroads, and in August, 1926, a Committee was appointed to, "consider carefully the specifications for lubrication of car journals, including specifications for waste and oil and for recleaned waste and oil; also, to consider lubrication of locomotives including methods employed." Your Master Car Builder was a member of this Committee and is now its Chairman.

It was realized that united effort was necessary if railroads hoped to attain the objectives sought. Following several years of research and investigation Rule 66 of the A.A.R. code of interchange, governing the condition of, and repairs to, Freight and Passenger Cars, was revised and adopted as standard practice, March 1, 1929. The rule, in part, provides that journal boxes of freight cars shall be periodically repacked at the expiration of fifteen (15) months, and passenger cars at the expiration of six (6) months, with oil and waste conforming to A.A.R. specifications.

Investigation by the Committee of the various phases of the problem disclosed that the primary cause of hot boxes was ineffective lubrication. It was obvious, therefore, that one of the first steps towards a solution was to advocate the use of oil and waste of a quality that would combine to feed adequate lubrication to the journal.

It is well known that in the interests of economy, most railroads have for years practiced some form of oil and waste renovation, but unfortunately too little attention had been directed to the characteristics and cleanliness of the oil and waste.

Although in the selection of lubricants the price is an important factor, there is no economy in using cheap, inferior products. This is readily apparent when the actual expense in their purchase is compared with the cost of switching cars out of trains. On the other hand, substantial economies are possible by employing satisfactory means of renovating the oil and waste.

Prior to 1927, renovation was practiced at three points on your railroad; but, in 1926, an intensive campaign was undertaken to get to the root of the hot box trouble, and it was found that greater efficiency and economy could be secured by centralizing the activities at one point.

Experiments were conducted in 1927 and 1928, to improve the operations, which in principle paralleled the methods pursued at Colonie in previous years. The results were so satisfactory that a plant, equipped with modern facilities, was erected in 1929-1930, at Oneonta, N. Y. The renovation methods employed are relatively simple and the arrangement is such that approximately 90000 pounds of reconditioned packing is turned out by one operator each month, which represents the requirements of both Locomotive and Car Departments.

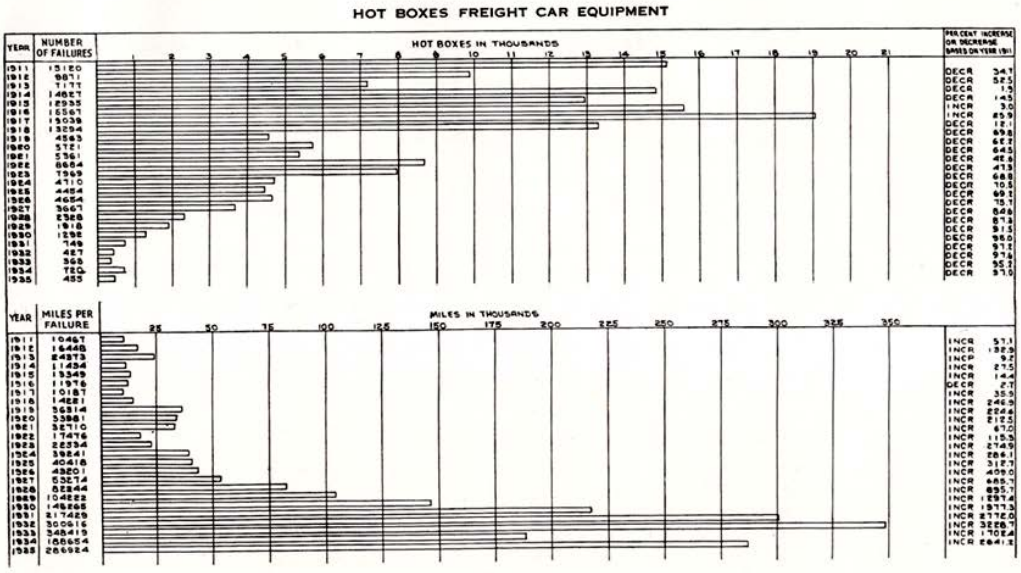
In the accompanying illustration an interesting view of the main floor of this plant is given.

In the basement of the building there are three oil accumulating tanks and facilities for cleaning wiping waste, cloth remnants, and forming locomotive journal compound.

A chart indicating the hot box performance on your road, from 1911 to 1935, inclusive, is also presented. Incidentally, since the adoption of A.A.R. rule 66 there has been a marked improvement throughout the country which has aided materially in making possible the improvement on the Delaware and Hudson.



Oil and Waste Renovating Plant



Hot Box Chart

Betterments to Freight Train Cars — 1927 to 1935, Inclusive

Kind of Car	Underframe	Series	DESCRIPTION OF WORK								
			Underframe Reinforced Friction Draft Springs	10" Air Brake Equipment	Additional 10" Side and End Planks	Trucks, 5 x 9 Journals	Reinforced Ends	Improved Doors	Metal Sheathing Strips	All Steel Roofs	Improved Hand Brake
Hopper—4-Door	Composite	1001- 1151	147	147	.....	.....	.....	.....	.....	.....	147
Hopper—Twin	All Steel	3201- 4200	.....	.....	.....	.....	.....	.....	.....	.....	582
Hopper—Twin	All Steel	4269- 4318	18	22	.....	.....	.....	.....	.....	.....	28
Hopper—Twin	Composite	6851-11600	662	795	.....	.....	.....	.....	.....	.....	668
Hopper—Twin	Steel Center Sill	11601-14000	610	623	.....	.....	.....	.....	.....	.....	8
Gondola—Drop Bottom	Steel	14001-15000	62	200	145	.....	.....	.....	.....	.....	.....
Gondola—Flat Bottom	Steel	15001-15350	97	.....	5	.....	.....	.....	.....	.....	.....
Gondola—Single Hopper	Steel Center Sill	15351-15824	38	.....	.....	.....	.....	.....	.....	.....	.....
Flat	Steel	16001-16150	57	.....	.....	.....	.....	.....	.....	.....	.....
Stock	Steel	16250-16349	56	5	.....	.....	.....	.....	.....	.....	7
Refrigerator	Steel	16601-16619	7	10	.....	.....	.....	.....	2	.....	.....
Produce	Steel	16750-16890	22	95	.....	.....	.....	.....	37	.....	4
Box	Steel	17001-17500	.....	.....	.....	.....	.....	.....	.....	358	387
Box	Steel	19500-22499	532	468	.....	.....	447	469	751	427	390
Box	Steel	22501-23855	235	235	.....	235	253	251	183	406	654
Box	Steel Center Sill	24300-24999	196	.....	.....	.....	9	175	127	99	.....
Total	.....	.....	2739	2600	150	235	709	895	1100	1290	2875

Betterments to Freight Train Cars — 1927 to 1935, Inclusive

Kind of Car	Underframe	Series	DESCRIPTION OF WORK								
			Panel Sides	"AB" Air Brake Equipment	Steel Side Stakes	Steel Ends	Cast Steel Hopper Door Frames and Steel Doors	Drop End Doors	Heavier Arch Bars	Cast Steel Truck Side Frames	Improved Truck Springs
Hopper—4-Door	Composite	1001- 1151	.....	.....	.....	.....	.....	.....	147	48	147
Hopper—Twin	All Steel	3201- 4200	100	160	.....	.....	395	.....	.....	.....	628
Hopper—Twin	All Steel	4269- 4318	.....	.....	.....	.....	.....	.....	.....	47	31
Hopper—Twin	Composite	6851-11600	.....	.....	.....	.....	.....	.....	381	665	742
Hopper—Twin	Steel Center Sill	11601-14000	.....	.....	.....	.....	.....	.....	116	22	22
Gondola—Drop Bottom	Steel	14001-15000	.....	.....	294	190	.....	.....	589	232	125
Gondola—Flat Bottom	Steel	15001-15350	.....	.....	.....	.....	.....	46	168	.....	1
Gondola—Single Hopper	Steel Center Sill	15351-15824	.....	.....	.....	.....	.....	.....	52	.....	.....
Flat	Steel	16001-16150	.....	.....	.....	.....	.....	.....	10	.....	32
Stock	Steel	16250-16349	.....	.....	.....	.....	.....	.....	52	.....	.....
Refrigerator	Steel	16601-16619	.....	.....	.....	.....	.....	.....	18	5	.....
Produce	Steel	16750-16890	.....	.....	.....	.....	.....	.....	73	30	11
Box	Steel	17001-17500	.....	40	.....	.....	.....	.....	.....	.....	397
Box	Steel	19500-22499	.....	.....	.....	.....	.....	.....	521	100	76
Box	Steel	22501-23855	.....	.....	.....	.....	.....	.....	174	831	769
Box	Steel Center Sill	24300-24999	.....	.....	.....	.....	.....	.....	158	.....	.....
Caboose	Steel Center Sill	35500-35990	.....	.....	.....	.....	.....	.....	59	.....	.....
Total	.....	.....	100	200	294	190	395	46	2518	1980	2981

123

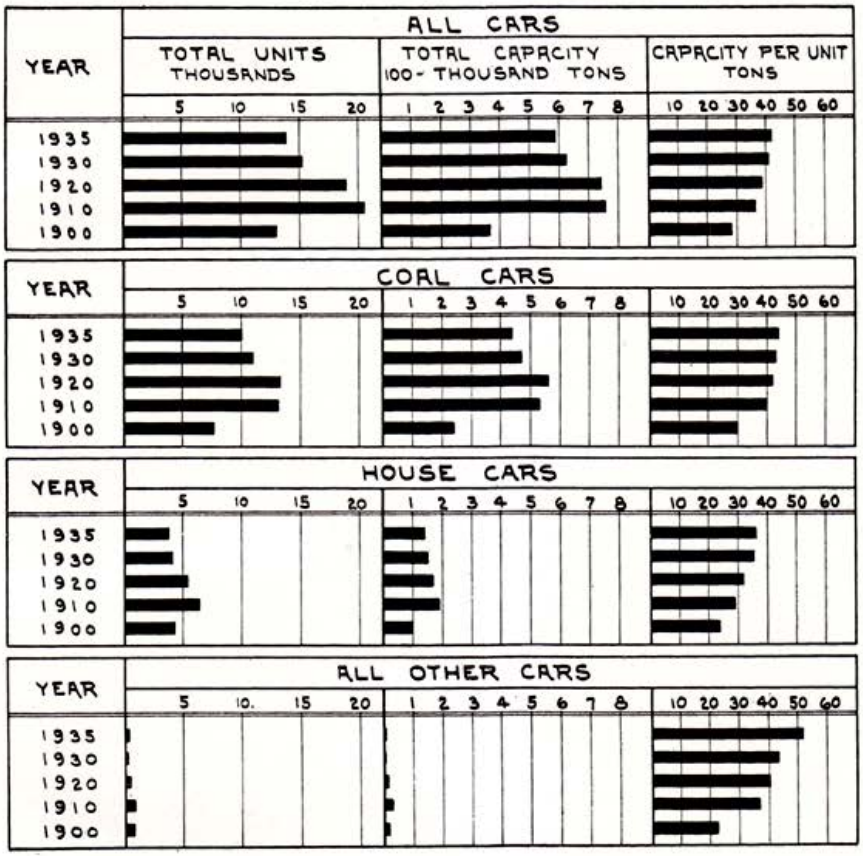
Betterments to Passenger Train Cars — 1927 to 1935, Inclusive

Kind of Car	Platform	Series	DESCRIPTION OF WORK								
			Steel Underframe	Heavier Trucks	Clasp Brakes	Body End Construction Reinforced	Vestibules	Vapor Heat	Arch Back Roof	Blind Ends	Car Lengthened
Coach	Open	80-269	17	17	17	17	....	17	17	....	17
Coach	Open	236	1	1	1	1	1	1	....	....	....
Coach	Open	197	1	1	1	1	....	1	1	....	1
Coach	Vestibule	242-261	2	2	2	2	....	2	....	....	....
Coach	Vestibule	347	1	1	1	1	....	1	1	....	....
Baggage	Open	403-444	3	3	3	3	....	3	3	3	3
Baggage	Blind	451-499	15	15	15	15	....	15	15	....	....
Passenger and Baggage	Blind	539-543	1	1	1	1	....	1	1	....	1
Cafe	....	601-602	2	2	2	2	....	2	2	....	....
Mail and Baggage	Blind	701-722	....	....	15	....	....	10	10	....	9
Milk	....	800-861	16	16	....	....	....	....	....	....	2
Total	....	....	59	59	58	43	1	53	50	3	33

Kind of Car	Platform	Series	DESCRIPTION OF WORK								
			Remodeled To Full Baggage	Electric Lights	Converted Into Combination Coach and Smoker	Roller Bearings	2" Metal Steam Connections, End Valves, Etc.	Converted Into Pass. and Bagg.	Converted Into Pay Car	Air Conditioning Equipment	Auxiliary Heating System
Coach	Open	80-269	....	17	....	13	....	....	....	....	....
Coach	Open	197	....	1	....	1	....	1	....	....	....
Coach	Vestibule	242-261	....	....	2	....	2	....	....	....	....
Coach	Open	329-330	....	....	....	....	....	2	....	....	....
Coach	Vestibule	347	....	....	....	....	1	....	....	....	....
Coach	Vestibule	352-361	....	....	....	....	11	....	....	....	....
Baggage	Open	403-444	....	3	....	....	2	....	....	....	....
Baggage	Blind	451-499	....	....	....	....	44	....	....	....	....
Cafe	....	601-602	....	....	....	1	1	....	....	1	....
Dining	....	606-607	....	....	....	....	2	....	....	....	....
Mail and Baggage	Blind	701-722	10	....	....	....	3	....	....	....	2
Horse	Blind	953-955	3	....	....	....	....	....	....	....	....
Coach	Open	11	....	....	....	....	....	....	1	....	....
Total	....	....	13	21	2	15	66	3	1	1	2

124

FREIGHT EQUIPMENT



Recapitulation of Passenger, Freight and Work Equipment

December 31, 1935

PASSENGER SERVICE:

67	Baggage Cars
18	Baggage and Mail Cars
7	Dining and Parlor-Cafe Cars
119	Coaches
18	Combination Cars
67	Milk Cars
296	Total cars in Passenger service.

The total seating capacity was 10,061 persons, an average seating capacity of 69.9 persons per car.

FREIGHT SERVICE:

		Tons Capacity	Avg. Tons Capacity Per Car
3,622	Box Cars	132,360	36.54
76	Box-Produce	2,437½	32.07
186	Cabooses	—	—
1,328	Coal—Gondola	56,440	42.50
7,700	Coal—Hopper	326,812½	42.44
1,024	Coal—Steel Hopper	56,085	54.77
113	Flat Cars	4,802½	42.50
2	Flat and Gun Cars	220	110.
40	Ore Cars	2,800	70.
19	Refrigerator	550	28.95
93	Stock Cars	2,790	30.
30	Cement (Box)	1,500	50.
20	Cement (Hopper)	1,100	55.
14,253	Total Freight Service Cars	587,897½	41.79

COMPANY SERVICE:

2	Steam Wrecking Cranes, 40-tons capacity.
4	Steam Wrecking Cranes, 100-tons capacity.
2	Steam Wrecking Cranes, 160-tons capacity.
1	Dynamometer Car.
12	Snow Plows.
2	Steam Shovels.
1	Air Brake Instruction Car.
5	Private Cars.
1	Pay Car.
4	Locomotive Coaling Cranes.
19	Other Cranes and Derricks.
23	Flangers.
401	Other Road Cars.
477	Total Cars in Company Service.

Freight Equipment

Class of Car	CAPACITY: Less than 60M	60M to 80M	80M to 100M	100M to 140M	140M and Over	CONSTRUCTION: All Wood	Steel Under-Frame	All Steel	Total
Box	46	1721	1462	469	.....	.....	3698	.....	3698
Stock	.....	93	.....	.....	.....	.....	93	.....	93
Refrigerator	14	.....	5	.....	.....	.....	19	.....	19
Total	60	1814	1467	469	.....	.....	3810	.....	3810
Gondola	.....	.....	1328	.....	.....	.....	1328	.....	1328
Hopper	.....	136	7463	1165	.....	.....	7700	1064	8764
Flat	.....	.....	113	.....	.....	.....	113	.....	113
Flat and Gun	.....	.....	.....	.....	2	.....	2	.....	2
Total	.....	136	8904	1165	2	.....	9143	1064	10207
All Others	27	159	.....	50	.....	.....	216	20	236
Grand Total	87	2109	10371	1684	2	.....	13169	1084	14253

1620

Freight Cars

In the period 1870-1880, 3,484 freight cars were added to the D&H system. *(Inspection of Lines : :*, 1927, p. 24)

In 1888, eighteen locomotives and 1,200 freight cars were added to the rolling stock of the D&H; also, 6,000 tons of steel rails were laid during the year.

In 1889, 14 locomotives and 600 freight cars were purchased; also 5,700 tons of steel rails were purchased.

In 1890, 39 locomotives, more than 450 freight cars, and 6,000 tons of steel rails were purchased.

For D&H freight car numbers for the period 1890-1936, see herein: pp. 96-97, 109, 131-132, 146-147, and 225.

The effective and safe coupling of freight cars has long been a major concern of railroads everywhere. On this question, we read the following in the D&H *Inspection of Lines* book of 1927:

> An outstanding achievement of this period was the invention of the automatic car coupler. The interest this appliance awakened in inventive talent is manifest by the reported issuance of over three thousand patents. In 1863 Ezra Miller introduced the "Miller" coupler and buffer, and was the first to bring forward a close connection between passenger cars. Janney improved on this device, and about 1879, adapted it to freight cars. In 1887 the Master Car Builders' Association adopted a resolution offered by E. B. Wall for a standard form of coupler acting in a vertical plane. This device entirely dispensed with coupling by hand and, of course, was a great and important improvement upon the primitive link-and-pin method of connecting cars.

(Passenger, Freight and Work Equipment on the Delaware and Hudson, The *Delaware and Hudson Company BOARD OF MANAGERS INSPECTION OF LINES,* June 2, June 5, 1927, p. 25)

In 1887, George Westinghouse patented and introduced the “Quick Action Automatic Brake” for use on rail passenger cars. In *Inspection of Lines: :, 1927*, p. 38, we read:

> An advancement and a development of great significance in this decade was the "Quick Action Automatic Brake," patented and introduced in 1887 by George Westinghouse. The first pneumatic brake was the vacuum brake patented by James Nasmyth and Charles May in 1844. In 1869 the Westinghouse non-automatic air brake, commonly called the "Straight Air Brake" was introduced. In 1872 Mr. Westinghouse took out patents for the plain automatic brake. In the same year the Smith vacuum brake appeared.

From an article that was published in the June 11, 1886 issue of the *Carbondale Leader*, we learn why automatic couplers are not used on freight cars:

“THE BRAKEMAN’S PERIL. / Why Automatic Couplers are not Used on Freight Cars. / The present method of coupling freight cars is primitive, costly and dangerous to life and limb, and for years the inventive ingenuity of the country has sought to produce a better way that would be accepted by railroad managers. Over 4,000 patents for couplers have been taken out, and yet the ‘man killer; has not been displaced. Few people have the remotest idea of the number of men who have been crippled or killed coupling cars. I venture to say that the casualties from this cause for the last ten years far exceed in number the killed and wounded of any battle of the late rebellion. A number of states have passed laws requiring all cars built or owned within their limits to be fitted with couplers which can be operated without going between the cars, but in none of them is any serious attempt made to enforce the law. Every year the Master Car Builders’ Association and the convention of railway superintendents and the master machinists devote considerable time to testing automatic couplers, with but little apparent progress, so far as their adoption by the roads is concerned. This is not wholly the fault of the railroads either. There are a dozen makes of patent automatic couplers, which will work very well and safely with cars similarly equipped, but they will not work automatically with other makes, or the old kind. As there is no power in congress to compel the roads of the country to adopt a uniform make of coupler, and as there is no possibility of compelling such uniformity by any other means short of a coupler, whose superiority to the old kind and all other makes would be evident at a glance, and besides be much cheaper than the present method, I presume the maiming, crippling and killing will go on for an indefinite period. I once heard a prominent railroad man say that he had a poor opinion of the ability of an inventor who hadn’t a ‘perfect automatic car coupler,’ either in his brain or in the shape of a model. Perhaps some of my readers would like to capture the fortune that is awaiting the inventor of the device mentioned. For their information I will say that the perfect coupler must be cheaper than the present make, with its link and pin, that it must couple and uncouple without requiring the brakeman to go between the cars or to get off their roofs—it must do this not only with cars equipped with the same kind of coupler, but with the

common kind as well. It must couple cars of unequal heights and must permit plenty of 'slack' on the levels and very little of it on hills. It must not use a link or pin when coupling with itself. There are other requirements, but these are the main ones. Gentle reader, if you can make a device that will comply with them you will have no difficulty in making a straight stick without any ends." *(Carbondale Leader,* June 11, 1886, p. 3)

In the *New York Record* of September 26, 1887, the D&H was praised for its progressiveness as a railroad in promoting safe and pleasant travel. In two areas in particular, (1) the coupling of cars, and (2) the heating of cars, the D&H, we read in that article, "shows a disposition on the part of the management of the Delaware and Hudson Railroad to do all in their power to add to the attractiveness of their railroad and to retain the popular favor already shown towards it."

An interesting account with reference to the progressiveness of our railroad, in promoting safe and pleasant travel, appeared in the New York Record, September 26, 1887, reading in part:

"We note with much satisfaction that The Delaware and Hudson Canal Company have taken this subject under consideration and are acting in the matter with due deliberation and energy. They have given careful study and attention to two claims of certain automatic car couplers and improved methods of steam heating for cars. Couplers passed the test of a number of Master Car Builders, who met in Convention in Minneapolis, Minnesota, and decided upon the merits of different kinds examined by them. The report was in favor of what is known as the vertical hook coupler, which style, the Marks Automatic Coupler was approved by these manufacturers, and has been placed upon the cars of The Delaware and Hudson Railroad. This coupler which is costly in its manufacture, is believed to be the most effective of any now in use.

"In the way of heating their cars the Company have resolved to abolish stoves and thus have taken a step in the right direction. They are the first, we believe, of the large railroad corporations taking hold of this matter. The system resolved upon is by the use of steam drawn from the locomotive boiler.

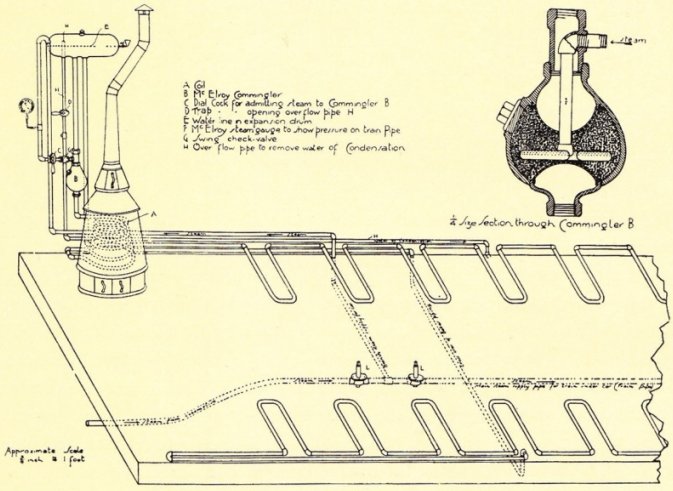
"By using the piping already in their cars the work will be easy of accomplishment and will not necessitate the altering of the interior of the cars. Two points will be gained by this change. It will cost the company less to heat by this process than by the old plan, and will insure greater safety and comfort to the passengers.

"This strict and early compliance with the request of the traveling public, shows a disposition on the part of the management of The Delaware and Hudson Railroad to do all in their power to add to the attractiveness of their road and to retain the popular favor already shown towards it."

(Inspection of Lines : :, 1927, p. 35)

On the question of the D&H method of heating rail cars, it is well that we pause here, a moment, to look at the material on that question in *Inspection of Lines : :*, 1927, pp. 36-37:

On October 24, 1887, the McElroy Car Heating Company of Albany, N. Y., closed a contract with The Delaware and Hudson Canal Company to equip its cars with the "Commingler Heating System". On November 12, 1887 application of this heating system was made to a car, No. 11, on The Delaware and Hudson Canal Company at Green Island, N. Y. Early in December a test of this car was made. The test continued for several days and was witnessed by H. G. Young, General Manager, R. C. Blackall, Superintendent Motive Power, and J. L. Correy, Master Mechanic, D. & H.; John Kinsey, Superintendent Motive Power, Lehigh Valley; F. D. Adams, Master Car Builder, B. & A.; J. E. Sague, Engineer of Tests, N. Y. L. E. & W.; E. M. Greene, Director, and D. T. Thompson, Professor, Rensselaer Polytechnic Institute, Troy. In 1888 several D. & H. C. Co. trains, including the belt line trains between Albany and Troy, were equipped.



Commingler System

This heating system employed steam from the locomotive for heating the cars when made up in trains, and provided an auxiliary means for heating the cars by fire when cars were not in use or when, for any reason, steam supply was cut off. It included the use of the expansion drum and the radiating pipes that were then common in cars, but substituted for the Baker Heater stove—a stove of different construction, which contained a water jacket through which the water of circulation flowed. In the water jacket was placed a steam coil, with the upper end of the coil connected to a steam train pipe under the car and the lower end of the coil connected to a steam trap device by means of which water was discharged from the coil to the ground under the car. The water jacket was exposed to heat from the stove when a fire was used. A door was placed in the side of the stove and the water jacket containing the steam coil was placed above the door. This apparatus was so arranged that when steam was used for heating the car, steam passed

from the train line into the upper end of the steam coil in the water jacket and the water was thus heated by contact with the steam pipe and caused to move upward to the expansion drum and thus to maintain a circulation of hot water through the car. When fire was used, the heat of the fire was communicated through the inside wall of the water jacket to the water within, which heated the water and caused it to move upward to the expansion drum and thus the circulation of water through the car could be maintained. When both methods of heating the car were used together, the two heaters, namely, the steam coil in the water jacket and fire within the heater, both acted upon the water of the circulating system to produce the circulation in the same direction and with the combined effects of the two sources of heat.

Until the late sixties, stoves constituted the system of heating cars. It is unnecessary to describe in detail the discomforts of travel under such conditions during severe cold weather. The heating of cars was not successfully accomplished until a method was devised for circulating hot water through pipes.

In 1866, William C. Baker patented the "Baker Car Heater", a hot water heating system with which a large number of our cars was equipped. It consisted of a stove, which was generally placed in one corner of the car, and in the stove was a coil of pipe. Above the stove, and generally placed on the outside of the car, was what was called an expansion drum, with a pipe connecting from the upper end of the coil in the heater into the lower side of the expansion drum. From the expansion drum, a pipe led downward to a point near the floor, where it connected to piping either alongside of the car or was bent into loops which were placed under the seats. This piping extended the length of the car and generally crossed then to the opposite side where it connected with piping on the opposite side of the car. The piping then extended back to the heater side of the car, where it connected to the lower end of the coil in the stove. There was a complete circuit through which water could move from the stove to the expansion drum, then down and through the piping in the car and back to the heater. This piping was filled with water, the water level being fixed at about the center point of the expansion drum.

We return, now, to the question of brakes on D&H freight cars.

The lack of suitable and reasonable safety appliances on engines and freight cars was a major concern among railroad men in 1889. In the October 14, 1889 issue of the *Carbondale Leader*, we read:

"PLEA FOR RAILROAD MEN. / Agitating the Question of Sunday Rest for Trainmen. / A strong effort is being made to remedy two great wrongs done to a very deserving and now indispensable class of public servants, namely railroad employes. The wrongs referred to are the deprivation of Sunday rest and its privileges to railroad men and the lack of suitable and reasonable safety appliances on engines and freight cars, causing by this lack in the nation, an

untold suffering to trainmen, especially to brakemen and yardmen. This is certainly a movement which should enlist general sympathy. Statistics are cited to show that every year some 2,700 able bodied men are killed and over 20,000 are injured in the discharge of their duties as employes of the railroads of this country. Many of these accidents result from coupling and uncoupling cars, and from the continued use of the old hand brake on freight cars, and it is believed that many such casualties could be avoided by the use of proper precautions [emphasis added]. It is said that a petition carrying some 10,000 signatures has been sent to the Interstate Commerce Commission, requesting that body to urge upon Congress the necessity of national legislation to bring about the adoption of automatic brakes and couplers for freight cars throughout the country. / The signers it is stated in the petition, are either now employed on railroads as brakemen, or have been so employed for a sufficient length of time to understand well the duties and dangers of the position. The Commission should take prompt action in this matter, which is one of simply humanity. The pleas which Mr. Coffin makes for Sunday rest, as far as possible, for railroad employes, is a very forcible one, and touches a subject that is attracting wide and increasing attention among railroad managers. The circular before us says: / Yes, next to saving the lives and limbs of these faithful and uncomplaining men of the rail, this question of rest on the Sabbath to these same men—this stopping the rolling of tens of thousands of clanking iron wheels over the steel rails and shutting off the scream and shriek of the steam whistle, that so grates upon the nerves of good people everywhere, on this day we all have been taught should be kept holy, is one of the most important questions that confronts the Christian public of America to-day. / These great corporations must be brought to observe this one day in seven, as private persons do, or the Sabbath will surely be lost to us as people. / In the exigencies of railroad transportation and commerce of a great nation like ours, there will be—there inevitably must be—more or less of Sunday work imperative. Our plea is for the rule, 'Sunday rest for trainmen.' Think of it Christian men, and Christian women, of America! Have we not ignored and shut out from our Christian sympathy, and form the bonds of universal brotherhood, to a very great extent, unthinkingly it may be, but none the less cruelly and inexcusably, this great army of the most faithful and uncomplaining class of wage workers, who have served the public at such a terrible cost of death and suffering?" *(Carbondale Leader,* October 14, 1889, p. 4)

In October 1889, the D&H was actively looking for a substitute for link and pin couplers on freight cars. In late October 1899, the D&H was testing a freight car coupler that would likely find favor with the managers and the brakemen. In the *Carbondale Leader* of October 22, 1889, we read:

"TESTING A NEW COUPLER. / The D. & H. Looking for a Substitute for Link and Pin. / The railroad companies are apparently determined to do away with the link and pin car coupling that have played havoc with brakemen's fingers for so many years. Passenger coaches are equipped with patent couplers, but such appliances are too expensive for box cars and gondolas.

The palatial passenger car is held up by an air brake while the freight and coal trains are still controlled by the brake twisters who run from gondola to box car at the signal for down brakes. Some of the main lines have equipped their fast freight trains with the air brake, but freight that is not perishable is hauled in cars that are connected in the primitive way. / The Delaware & Hudson Canal Company is managed by conservative men who are not disposed to place their cars at the disposal of 'inventors' for practical experiments. They prefer to let the other corporations make the trial trips and if the improvement has sufficient merit to recommend itself then a trial is decided upon. It is said that a car coupler is being tested this week that promises to find good favor with the managers and the brakemen are disposed to believe that the device will be adopted right away. It is to be hoped that the coupler will stand the severe tests to which it is being subjected and that it will soon take the place of the dangerous link and pin." *(Carbondale Leader,* October 22, 1889, p.4)

On November 9, 1889, Samuel Doyle, a brakeman on Conductor Leon Cummings' D. & H. train, was the victim of a horrible accident in the Nineveh yard while coupling cars. His arm was caught between the bumpers of two heavy cars and was crushed horribly and the force of the squeeze was so great that the flesh was literally burst open from the wrist to the elbow. Here is the accident report from the *Carbondale Leader* of November 11, 1889:

"His Arm Crushed by Bumpers. / Samuel Doyle, a brakeman on Conductor Leon Cummings' D. & H. train, was the victim of a painful accident in the Nineveh yard on Saturday afternoon which may cost him an arm. He was coupling cars and his arm was caught between the bumpers of two heavy cars. It was crushed horribly and the force of the squeeze was so great that the flesh was literally burst open from the wrist to the elbow. When he arrived in this city his arm was swollen three times its normal size. Dr. Wheeler thinks, however, that it may be saved. / Doyle is twenty-nine years of age, unmarried, and a boarder at Cyphers' Hotel near the Belmont colliery." *(Carbondale Leader,* November 11, 1889, p. 3)

1621

Special Freight Shipments via the D&H (into, out of, through Carbondale)

In the course of our research on the Delaware and Hudson Canal Company, we have established a file wherein we have included material about special freight shipments via the D&H (into, out of, through Carbondale). Here are the contents of that file:

On Saturday, April 3, 1875, 1875, eight Baldwin locomotives, destined for Canada, passed through Carbondale. That we know from a notice that was published in the *Carbondale Advance* of Aril 10, 1875:

"Eight locomotives destined for Canada passed through this City last Saturday. They were made by Baldwin of Philadelphia." (*Carbondale Advance,* April 10, 1875, p. 3)

One night, during the first week of April, 1876, twenty five car loads of articles from Canada, to be exhibited at the Centennial exhibition in Philadelphia, passed through Carbondale. The cars bore the Custom-house seals and the Canadian flag. The following notice, written by a sniveling, parochial, and condescending writer for the *Carbondale Leader*, was published in the April 8, 1876 issue of the *Carbondale Leader:*

"One night last week a train of twenty-five cars passed through this city for Philadelphia. Each car was laden with articles to be exhibited at the Centennial, and they came from Canada over the D. & H. C. Co.'s roads. The cars bore the Custom-house seals and the Canadian flag. An Indian canoe, which one of the D. & H. C. Co.'s 'intelligent' and lofty employes called a 'ship,' occupied one long flat car. The canoe was said to be twenty-four feet in length and three feet wide, and carried four paddles; and the highly 'intelligent' employe at the depot appeared to be as much excited and elated at the sight thereof as a small boy would have been. This 'intelligent' employe is just such a chap as some companies like to employ, for he has doubtless travelled, and is one of those innocent fellows who wouldn't steal a cent if he had the best chances offered him." *(Carbondale Leader,* April 8, 1876, p. 3)

Published in the May 13, 1876 issue of the *Carbondale Leader,* is the following description of what took place in Carbondale on the opening Day of the Centennial celebration, May 10, 1876, in Philadelphia:

"May 10, the opening day of the Centennial Exhibition, was observed in Carbondale by a general display of the stars and stripes which were thrown to the breeze early in the morning. Although the day was a legal holiday in this State, business was transacted as usual. Main street was made brilliant with flags and that street had a holiday appearance. Nearly all of the places of business were decorated. A few of the old fogy concerns took no pains to let the public know that they were aware of the fact that the day was the opening of the Centennial celebration, and went to no expense whatever to decorate for the occasion. But that is their own business, of course. The Mannerchor flung a large and beautiful specimen of the stars and stripes from their windows in Lackawanna Hall. An immense flag floated from one of the windows of Graded School No. 1 on Salem street. Most of the stores and other business places were dressed with small flags in number sufficient to cause them to look gay and cheerful. On the block between Wall street and the Harrison House the most gayly decked building we noticed was the residence of Mr. A. B. Durfee, which was brilliant in red, white and blue over the whole upper front. Other residences, notably that of ex-Mayor Van Bergen, were appropriately decorated. The day passed off without any occurrences of uncommon importance." *(Leader,* May 13, 1876, p. 3)

During the first week of September 1876, a mammoth horse from Canada, weighing 2,800 pounds, was transported by rail through Carbondale, on its way to the Centennial Exhibition in Philadelphia. In the *Carbondale Leader* of September 9, 1876, we read:

"A mammoth horse weighing 2,800 pounds was transported through here one day last week on its way to the Centennial Exhibition. It came from Canada." *(Carbondale Leader,* September 9, 1876, p. 3)

On Monday, September 17, 1883, seven "fine new passenger coaches" for the Chesapeake & Ohio Railroad passed through Carbondale. The coaches were made by the Gilbert works at Troy, NY. In the *Carbondale Advance* of September 22, 1883, we read:

"Seven fine new passenger coaches for the Chesapeake & Ohio Railroad passed down the valley on Monday. They were from the Gilbert works, at Troy, N. Y." *(Carbondale Advance,* September 22, 1883, p. 3)

On Monday, March 9, 1885, mammoth log cut from a hard maple tree near Forest City, was hauled through Carbondale on the way to the saw mill of Philo Lee two miles below town. The log, which measured at the large end 38 inches and at the small end 33 inches, and was 18 feet long, weighed over three and half tons. In the *Carbondale Leader* of March 10, 1885, we read:

"A mammoth log cut from a hard maple tree near Forest City, was hauled through town yesterday on the way to the saw mill of Philo Lee two miles below. It measured at the large end 38 inches and at the small end 33 inches, and was 18 feet long. It weighed on Henry Watts' scales over three and a half tons." *(Carbondale Leader*, March 10, 1885, p. 1)

On August 23, 1887, Mr. Curtis from South Canaan, PA, received via the Erie Railroad a drove of sixteen fine horses from Chicago. In *The Journal* of August 25, 1887, we read:

"A drove of sixteen fine horses were received here on Tuesday on the Erie from Chicago by Mr. Curtis of South Canaan." *(The Journal,* August 25, 1887, p. 3)

See also in this D&H series:

1. "Archbald and the Erie Rails" in Volume II in this series

2. "Huckleberry Excursus" in Volume XIII in this series

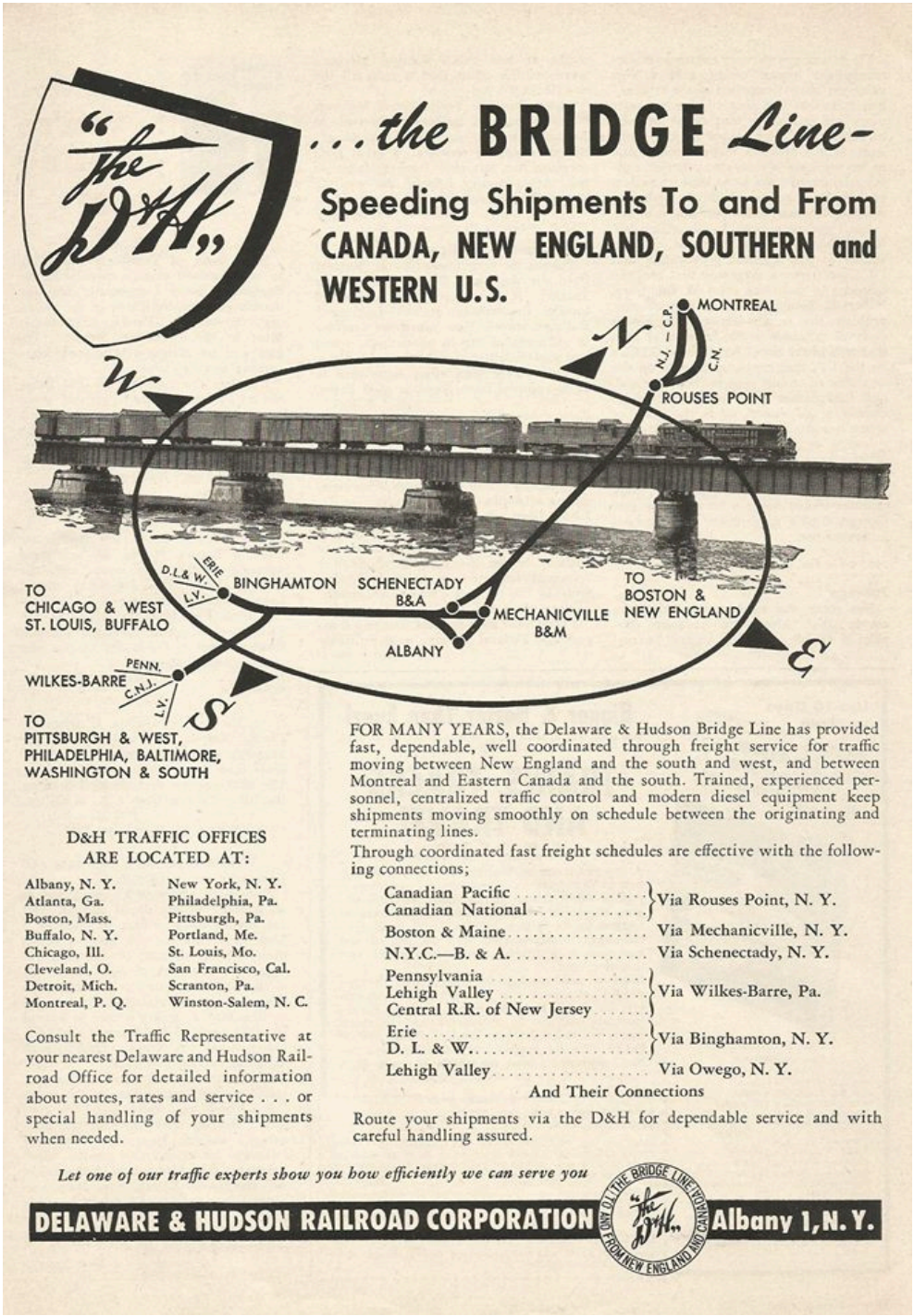
1622

Piggy-Back Freight Cars

In the November 26, 1962 issue of *Railway Age* magazine, on page 60, the following article titled “The *Piggy-Back* Breakthrough”



In an issue of *Railway Age* magazine from 1956, we find the following ad about Bridge Line shipments to and from Canada, New England, and the American south and west:



D&H TRAFFIC OFFICES ARE LOCATED AT:

Albany, N. Y.	New York, N. Y.
Atlanta, Ga.	Philadelphia, Pa.
Boston, Mass.	Pittsburgh, Pa.
Buffalo, N. Y.	Portland, Me.
Chicago, Ill.	St. Louis, Mo.
Cleveland, O.	San Francisco, Cal.
Detroit, Mich.	Scranton, Pa.
Montreal, P. Q.	Winston-Salem, N. C.

Consult the Traffic Representative at your nearest Delaware and Hudson Railroad Office for detailed information about routes, rates and service . . . or special handling of your shipments when needed.

FOR MANY YEARS, the Delaware & Hudson Bridge Line has provided fast, dependable, well coordinated through freight service for traffic moving between New England and the south and west, and between Montreal and Eastern Canada and the south. Trained, experienced personnel, centralized traffic control and modern diesel equipment keep shipments moving smoothly on schedule between the originating and terminating lines.

Through coordinated fast freight schedules are effective with the following connections;

Canadian Pacific Canadian National	Via Rouses Point, N. Y.
Boston & Maine	Via Mechanicville, N. Y.
N.Y.C.—B. & A.	Via Schenectady, N. Y.
Pennsylvania Lehigh Valley Central R.R. of New Jersey	Via Wilkes-Barre, Pa.
Erie D. L. & W.	Via Binghamton, N. Y.
Lehigh Valley	Via Owego, N. Y.

And Their Connections

Route your shipments via the D&H for dependable service and with careful handling assured.

Let one of our traffic experts show you how efficiently we can serve you

DELAWARE & HUDSON RAILROAD CORPORATION "the D&H" THE BRIDGE LINE TO AND FROM NEW ENGLAND AND CANADA **Albany 1, N. Y.**

1623

Box Cars

Published in the August 1, 1930 issue (pp. 231-233) of *The Delaware and Hudson Railroad Bulletin* is a very interesting article about the new method of box car construction developed at the Green Island Shops. Here is that article:

Box Cars While You Wait

New Method of Construction Developed at Green Island Shops Cuts Production Cost and Reduces Chances for Injury by Falls or Dropping of Tools or Material

LATE in the afternoon of almost any working day, the visitors to The Delaware and Hudson car shops at Green Island may see a box car assembled in scarcely more time than is required to tell about it. The sides and roof, which have been completely built as units on either side of the assembly track, are lifted into position on the car frame by means of overhead air hoists. In a few minutes they have been secured and the completed car is ready for the final step on the paint track. Although more men take part in the work of overhauling a box car, only twelve men are required to complete the last steps in the system in vogue at Green Island for completing one car every working day.

Under this system the car moves systematically through nine successive stations, beginning with the dismantling, through to the final stages of assembling the finished product. This is known as the "spot system", not unlike the method used at Oneonta for construeting triple hopper coal cars, a description of which appeared in *The Bulletin* of May 1, 1930.

To begin with, the box cars consigned to the shop for a general overhauling are taken to the stripping tracks at the extreme north end of the property where they are completely dismantled. Beginning with the roof all of the wood-work is removed, including the cripple blocks, door tracks, sheathing, roof carlines, end plates, ridge poles, purlines, side plates, side and end posts, side and end braces, side sills, and nailers. The material removed is reclaimed, sorted, and brought to the shop to be used on cars being rebuilt.

At station number 2 the steel underframe is completely stripped and the air brake parts are removed. The complete draft gear is then taken from the ends of the car, and the rivets on the center and side sills are cut off with an air chisel. In this operation it is interesting to note a simple device for eliminating the hazard of flying rivet heads. When the chisel is placed against the rivet, a short length of air hose, cut diagonally across at one end, is placed over the rivet head. When the head is cut it lays harmlessly in the hose instead of flying for some distance with the possibility of striking and injuring some workman. This completes the dismantling operation in two steps; the remaining seven take place in the process of reconstruction.

At station number 3 the building up of the car begins. Here the steel underframe is fitted and reamed for reinforcing the draft gear. Angle bars are riveted between the side, center, and end sills to strengthen the car throughout. The steel underframe is then riveted on all sides. More than 1400 rivets are hammered into place on each car.

The ends are assembled and placed in position on the steel underframe at station number 4. With the assistance of a set of steel angle bars placed atop of two horses, the steel framework for the ends is correctly gauged and riveted together. The frame is then laid on a large table, the sheathing is placed in position, holes are drilled, and bolts driven through. The assembled end is then painted with a gun, lifted into place, and secured. The side doors are put together in the same manner on another table.

Station number 5 sees the reinforced underframe scraped to remove old rust and paint. One man is equipped with a chisel operated by a device similar to an air hammer which hammers the rust loose. He is followed by another workman with a revolving steel brush which dislodges the clinging bits and sweeps them clear.

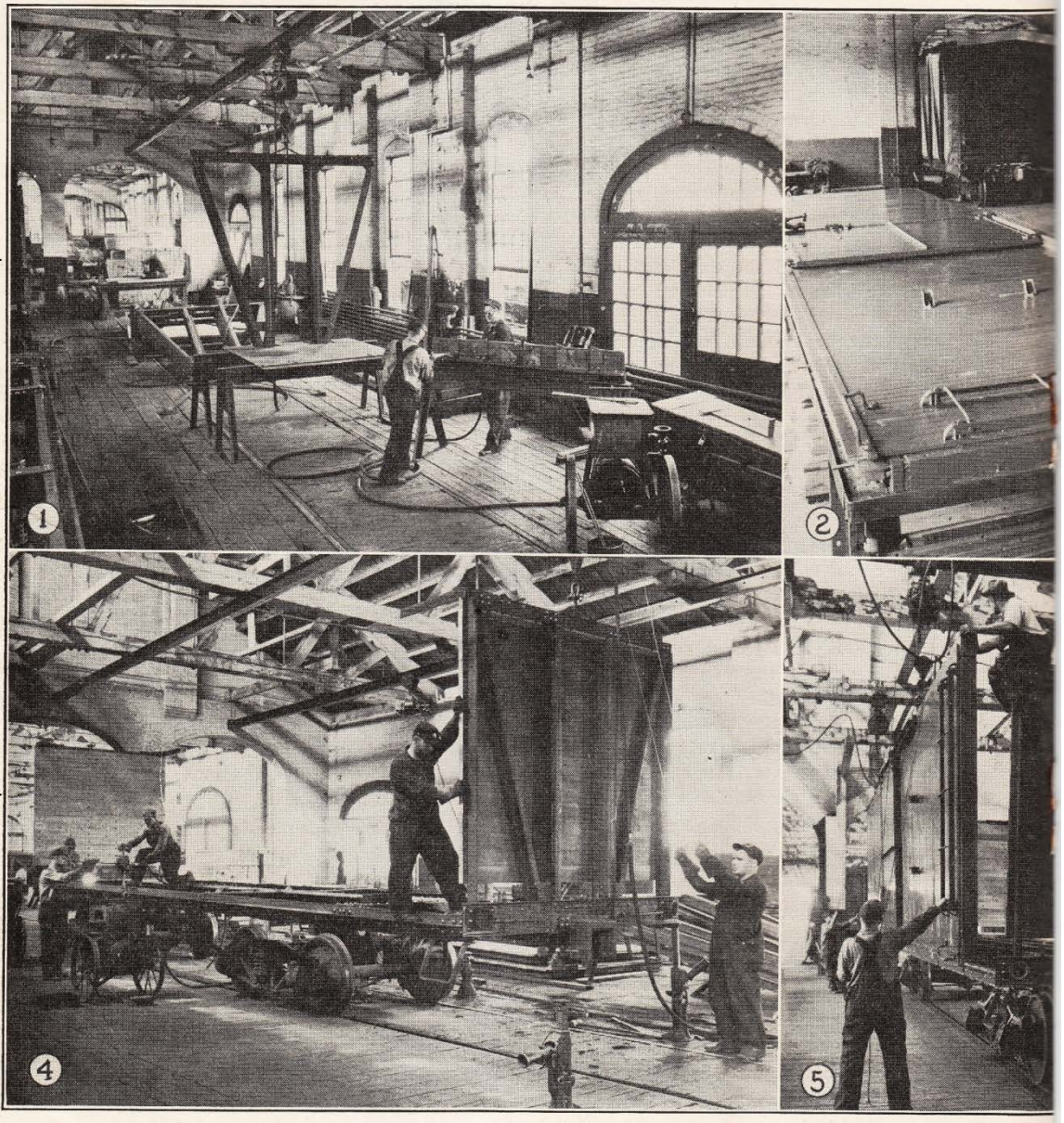
The work of overhauling and putting the car in first class order is then taken up by workmen who inspect the trucks carefully and replace any worn or defective parts. Through the successive steps already described the car is moved down through the shop to the various stations. It is now ready for the final steps of applying the sides and roof.

At station number 7 the sides are completely assembled. This work is done on a table slightly larger than the side of a car. On it the framework is built up and the side sheathing is nailed in place. At the same time the other side is being built on the other side of the shop.

One station further on the roof is put together at the same time. On another long table the steel cross-pieces are bolted to the ridge pole and

the roofing is nailed into place. These parts are then ready for application to the underframe. With a hoist at either end, first one side and then the other is lifted into place and secured. This done, the roof is likewise raised into position and the car is ready for movement to the paint track for the final step in the "spot system" of building box cars. Through this system in the final steps alone twelve men now do the work formerly divided among twenty-two workmen.

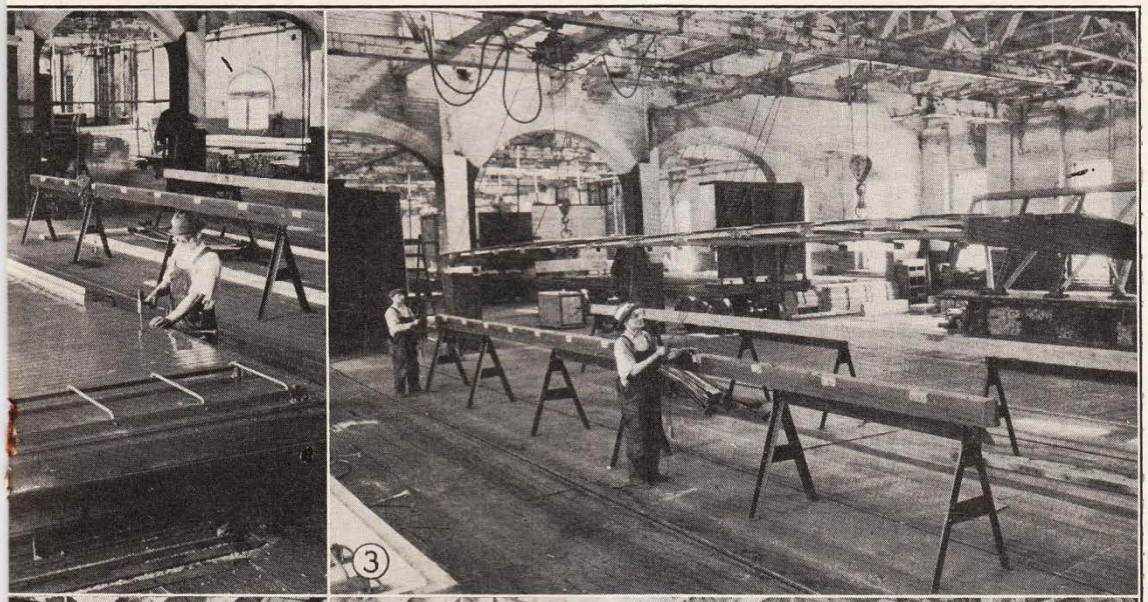
It is readily apparent that there are many advantages to be found in this method of building cars. If every man does his work on schedule everyone knows just how far the building of the



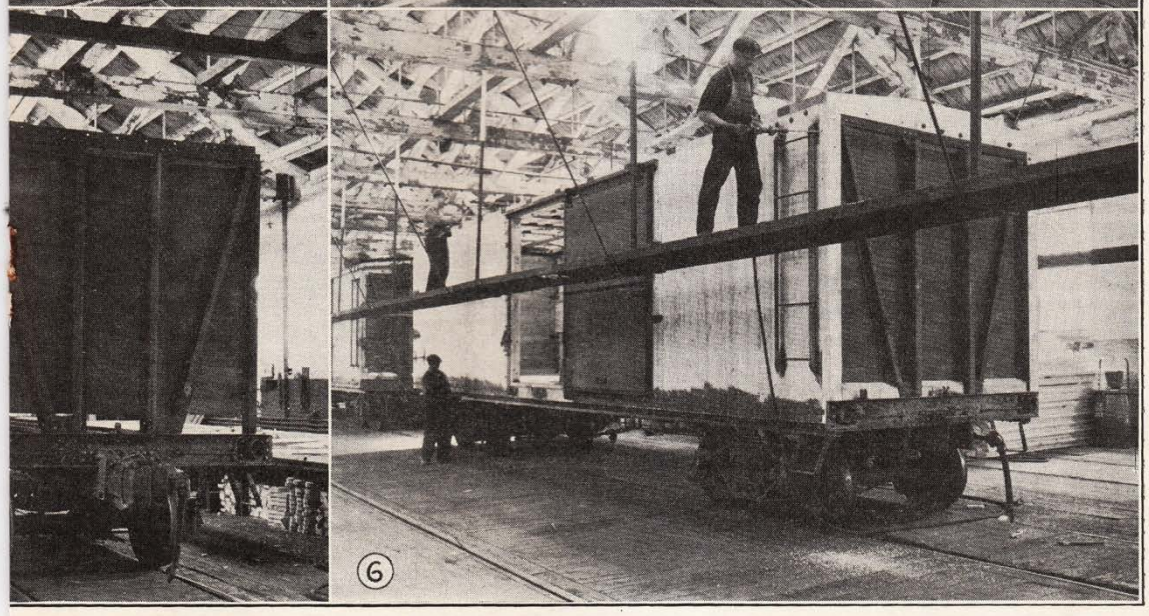
l. Building up- steel end framing on jig prior to bolting sheathing in place.

4. Placing end framing, with sheathing attached, in position for riveting to underframe.

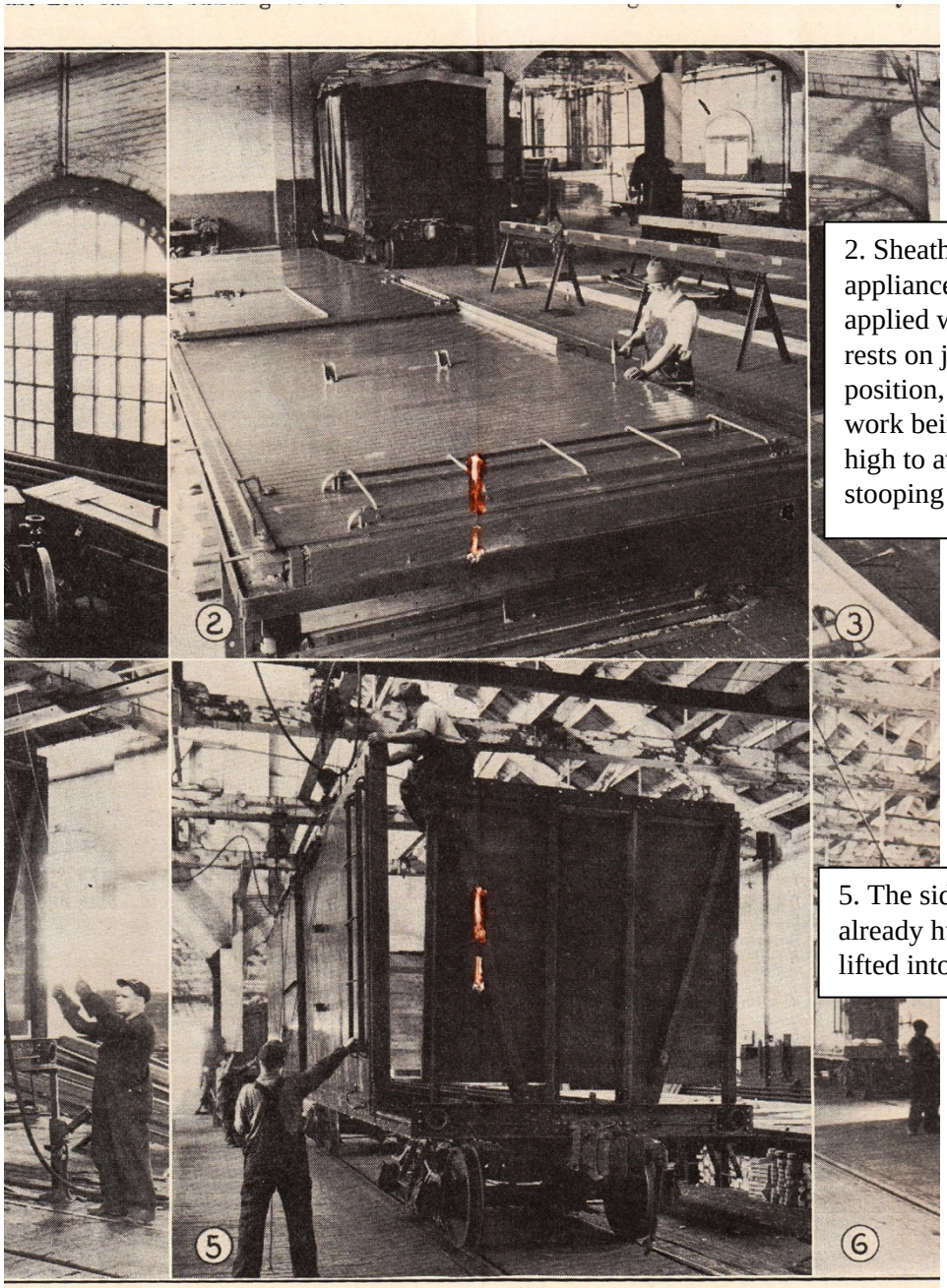
car should have progressed at any given time during the day. Furthermore the output of the shop is definitely known; one car is completed daily. An added feature is the distribution of the work over a large space so that one workman does not interfere with another. A final advantage of this over the old system is the factor of safety. By building the sides and roof on the floor the liability of men falling or dropping their tools on someone else is almost entirely eliminated. The development of this method is but another indication of the trend toward systematic work with its saving of time, labor, and materials on the Delaware and Hudson.



3. Roofs are assembled on jigs and hoisted into position as units when required.



6. Only in the final stage are the workmen required to 'go aloft'.



2. Sheathing, safety appliances, doors, etc., are applied while side framing rests on jig in horizontal position, material and work being placed waist-high to avoid unnecessary stooping by workmen.

5. The sides, doors already hung are next lifted into position.

sheathing in place. (2) Sheathing, safety appliances, doors, etc., are applied while s
by workmen. (3) Roofs are assembled on jigs and hoisted into position as units
les, doors already hung are next lifted into position. (6) Only in the final stage a

In the July 15, 1931 issue of *The Delaware and Hudson Company Bulletin*, pp. 219-222, is the following article about the new D&H box cars, with "with several novel features':

New Box Cars *Have Several Novel Features*

NORMALLY about 180,000 box cars are loaded annually on the Delaware and Hudson Railroad, excluding the anthracite traffic. Of this number from fifty to sixty per cent are cars of Delaware and Hudson ownership, depending upon the owned cars available on line. A large percentage of the cars thus utilized carry such high class lading as paper and paper products, flour, feed, grain, etc., which must be transported in first class equipment. Many, too, are loaded with furniture, refrigerators, ground slate, cement, lime and similar commodities for which the provision of suitable equipment to protect the contents is equally important.

All units of car equipment must be considered in their separate classifications, as for example, hopper cars, box cars, flat cars, etc., the supply, the character of construction and the capacity of the various classes being governed, largely, by the nature of the traffic originated by the owning line.

Based on our requirements, the box car of 80,000 lb. capacity is considered the ideal unit for merchandise shipments. While there is a demand, at times, for larger cars, box cars are seldom loaded to their full axle capacity due to the light, bulky nature of the commodities usually transported, hence the handling of cars of increased tare weight, when not necessary, is not economical.

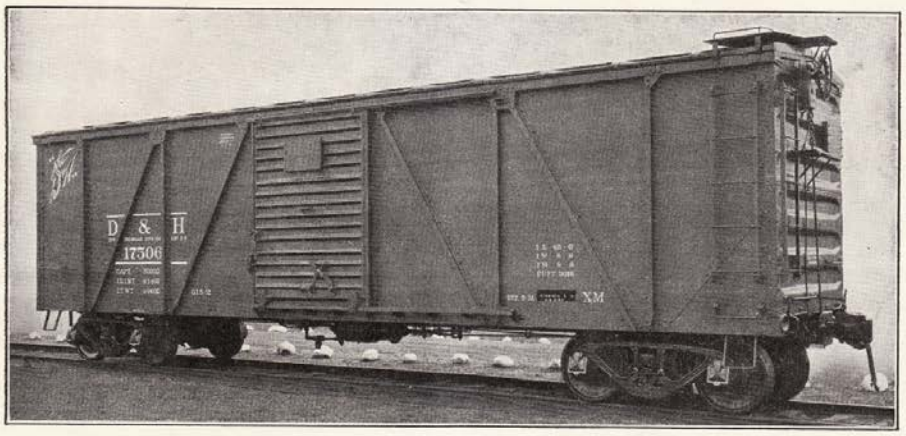
This year one hundred obsolete box cars will be retired and their places taken by new units. The program calls for the building of one hundred 40-ft., 80,000 lb. capacity, single sheathed, steel frame, box cars, the cubical capacity of which is 3016 cu. ft., load limit 91,400 lbs., tare weight 44,600 lbs.

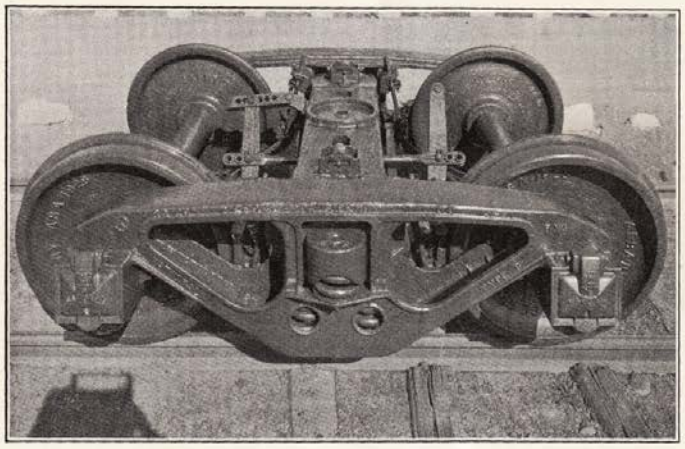
The cars are being built in the Delaware and Hudson car shops at Green Island, N. Y., which specialize in box car work. The construction is carried out on the progressive, station to station system, the production schedule having been arranged for one complete car each day.

The actual assembling and constructing operations, exclusive of the air brake work, are completed in eight major steps by a force of twenty mechanics, thirteen steel car repairers, and seven wood car repairers, who receive compensation on a piece work basis.

In the steel construction there are 225 fabricated steel parts of various shapes, the assembling of which involves the driving of 1934 rivets. These shapes were fabricated at the steel mills in accordance with Delaware and Hudson drawings and specifications.

Center sills are made up of two 12 inch, 40.3 lb., A. R. A. sections with one ¼" x 20" top cover plate, while the side sills consist of 7 inch, 18.8 lb., A. R. A. sections. Body bolsters are composed of ⅜" steel, pressed diaphragms with ⅜" x 22" top, and ½" x 18" bottom, cover plates, while the cross bearers have 5-16" diaphragms and ⅜" x 8" top, and ⅜" x 6" bottom, cover plates with a 3" x 3" x ¼" stiffener angle





National Type "B" trucks are a decided departure from the conventional design, having no spring plank.

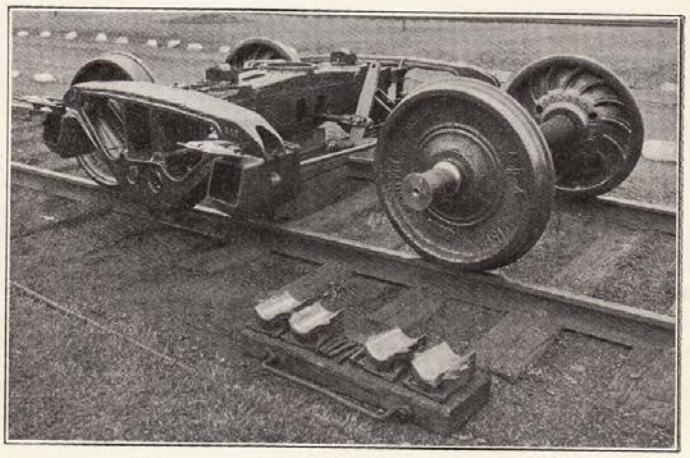
at the top cover plate. Cross tie webs consist of ¼" steel diaphragms.

The wood construction (siding, decking, posts, etc.) requires the use of 991 bolts. Practically all of these bolts have specially formed countersunk heads, thus sealing the holes and making them water tight. The absence of nails and the use of this type of bolt head, which is drawn flush with the wood, minimizes the possibility of damage to lading so often occasioned by protruding nails, bolts, etc.

The trucks are a special feature. They were designed and built by the National Malleable and Steel Castings Company and are known as the National type "B." The major objectives sought, and apparently attained in these trucks, are greater flexibility, better riding qualities, and increased clearance above the track.

The truck is a decided departure from the conventional A. R. A. type in that the spring plank is entirely eliminated. The spring arrangement consists of A. R. A. type "E" truck springs with two in the bolster end and two underneath in the side frame. The brake hanger brackets and journal boxes are cast integral with the side frame. By reason of the incorporated quick wheel change feature, it is possible for two men to change a pair of wheels in less than one-half hour. All the brake rigging is above the beams, consequently there is less liability of a brake beam pulling off in case of a derailment or accident. Maintenance is further reduced by the absence of bolts commonly used in the conventional design truck.

Draft attachments used are a complete assembly of the Miner A-22XB friction draft gear in con-



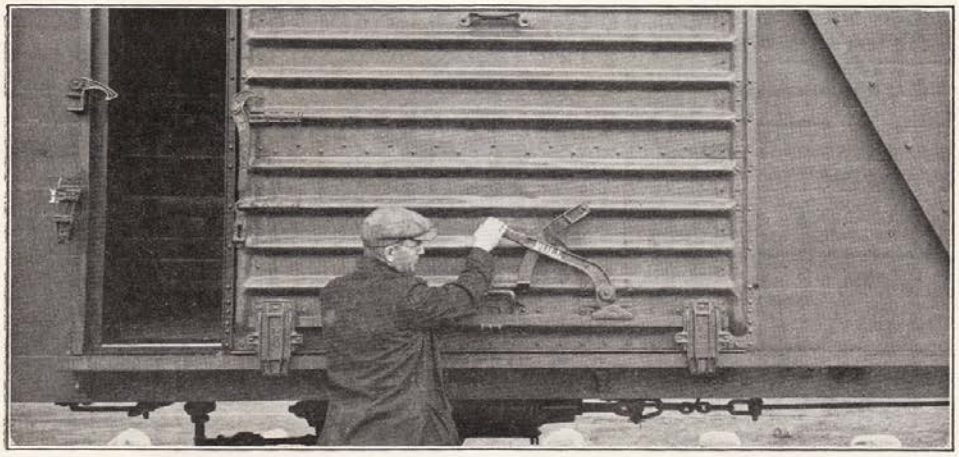
Quick wheel changes are made possible by the unusual features of the National Type "B" truck.

junction with the American radial type "D" coupler and vertical key yoke, which is interchangeable with any A. R. A. standard "D" coupler and cast steel yoke, the center sills being slotted to accommodate a horizontal key.

In this draft attachment constant bearing areas are maintained, regardless of angularity, in transmitting heavy loads from the coupler to the draft gear and from the draft gear to the center sills through substantial draft lugs. The function of the radial coupler is such that its adoption should materially reduce maintenance on draft riggings.

Another notable improvement is the style of side door adopted. The trouble too often experienced with doors jamming, and necessitating the use of bars to move them, usually with destructive results, is entirely overcome. The type of door on these cars is known as the Youngstown steel door with Camel bottom supported, roller lock lift arrangement. It differs considerably from the design of side door commonly used on box cars, being so constructed that when at rest the entire weight of the door is shifted from the rollers to the bottom door track. The door is bottom hung and operates on rollers which are equipped with roller bearings. To set the door in motion all that is necessary is to pull down slightly on the lifting lever (stenciled "Pull") and the door is raised from the track and its weight transferred to the rollers. At the top of the door opening there is a retaining "Z" bar which is so shaped that when the door is closed it seals itself in such a manner that no water can enter the interior of car. An additional feature is the door lock and wedge-shaped sealing pin. If this type of door is allowed to remain open, full or part way, it remains in that position until released, and damage to the door, posts, guides, etc., is greatly minimized.

Construction of the cars is facilitated by the use of novel devices. For example, at the truck assembly station there is a one-ton air motor hoist which travels on a boom having a 16 ft. radius. In this way the two men engaged in assembling the trucks are relieved of the labor of handling the heavy bolsters and side frames. When the trucks are completed they are advanced to the point where the center sills are stored. Here the sills are placed on the trucks by means of a one-ton Fordson gasoline tractor equipped with a 14 ft. boom. This tractor also carries the cover plate, side sills, side sill angles and top side angles from points of storage to the underframe assembly station.



Draft gear units are compressed in the yokes under air pressure in a machine specially designed for the purpose. They are then conveyed on a three-wheeled wagon equipped with an air jack and raised to proper position at the car. The coupler is then elevated by an overhead air motor hoist and the installation completed with but little manual effort.

The steel superstructure and Hutchins channel steel ends are laid on metal horses, riveted together and then placed in position on the underframe by means of overhead air motor hoists. At the last station the Hutchins Universal roof is assembled. The work is carried on from an overhead platform

where the various roof parts are readily accessible. Hence there is no occasion to use ladders.

In the building of these cars every precaution is taken to assure long life of the steel members and the wood work by the use of rust and decay preventive materials. All metal parts are covered with red lead, while the wood joints are treated with white lead. To insure cars being absolutely tight all crevices, cracks, etc., are filled in with a special sealing cement, for the application of which a hand pressure gun is employed.

With the exception of the truck and paint work, the building operations are completed under cover. As is the case at any plant where piece work is the basis of compensation, the material layout is a very important matter. This phase of shop efficiency has been closely studied and the car parts, so far as possible, are stored in close proximity to the station where needed. The distribution is in the hands of two material men, also on piece work.

Each car requires two spray coats of paint. The color of the superstructure, excepting the roof, is brown, while the roof, underframe and trucks are painted black. The appropriate stenciling and markings are applied by air operated spray guns, a system introduced at Green Island last year. Under this arrangement metal stencils are employed, thereby assuring uniformity of application. Consequently the use of brushes is practically dispensed with. The cutting of paper stencils is no longer required because of the substitution of the metal stencils which seldom require renewal.

A description of the various mechanical steps involved was given in the November 1st issue of *The Bulletin*.

In the April 13, 1964 issue of *Railway Age*, the D&H proudly announced the addition to its fleet of (1) the largest single engine diesel electric locomotives in America (the C-628 engines; the most powerful ever operated on the D&H), and (2) a large fleet of a new type of box car. The new box cars, to be delivered shortly, were 50 feet long, with a capacity of 70 tons. New features of these cars included roller bearings and long-travel cushioned underframes. Some of the new box cars to be insulated and others to be equipped with unique devices to prevent damage to cargo. Here is that announcement:



"the D&H"

New Locomotives and Box Cars to be "THE GREATEST"

The D. & H. is dramatically continuing in 1964 its long established policy of constantly improving the quality and quantity of its service.

The new locomotives that will be added to its fleet in April will be the largest single engine diesel electric locomotives in the nation and the most powerful ever operated on The D. & H.

The D. & H. is proud of the large fleet of new type box cars that will shortly be delivered. They are designed to meet the special requirements of D. & H. customers. The cars measure 50 feet in length and have a capacity of 70 tons, with many new features including roller bearings and long-travel cushioned underframes. Some will be insulated and others equipped with unique devices to prevent damage to cargo.

The program to place the entire main line of The D. & H. under cTc . . . . Centralized Traffic Control . . . . which has been under way for several years, will be completed in 1964.

The large expenditures involved in these improvements will redound to the benefit of D. & H. customers in faster and better service and are glowing evidence of the confidence which The D. & H. has in its future and in the future of the communities which it serves.

"the D&H"

DELAWARE & HUDSON RAILROAD
CORPORATION
The Bridge Line Connecting the South and West with New England and Eastern Canada

April 13, 1964 RAILWAY AGE 21

1624

Cattle Cars



Cattle Car in a Wreck in the Carbondale D&H Yard. The house shown at the left is the Scalise house on Dundaff Street in Carbondale. Photo courtesy of John V. Buberniak, November 16, 2015.

D&H stock cars	c. 1890	113 cars
	1900	135 cars
	1910	147 cars
	1920	118 cars
	1936	093 cars

1625

Cement Cars

The following article on the D&H's new cement cars ("New Cement Cars Offer Means of Handling Many Bulk Commodities So As to Avoid Packaging") was published in the March 1, 1933 issue (pp. 37-38) of *The Delaware and Hudson Railroad Bulletin:*

New Cement Cars Offer Means of Handling Many Bulk Commodities so as to Avoid Packaging

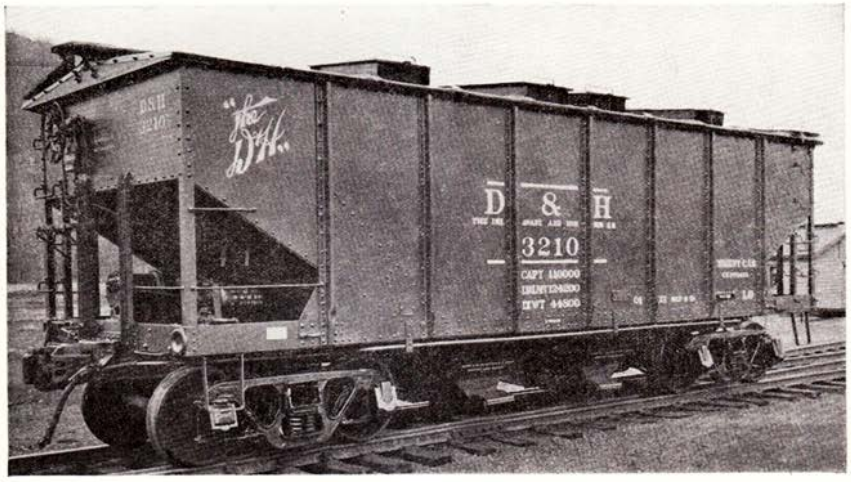
THE growing demand for equipment adapted to the methods now employed for loading and unloading bulk cement has led to the designing of the type of covered hopper car shown in the accompanying illustration. For transporting this class of commodity the utmost care must be taken to use only equipment that is capable of affording absolute protection against damage by moisture. Although box cars are still extensively used for this service, the advances made in the industrial fields call for a type of car that can be more efficiently loaded and unloaded, thus avoiding the unnecessary expense of packaging.

To that end the Delaware and Hudson has sought to provide equipment that will meet present day requirements, and from investigations it was found that suitable cars could be supplied by adapting some of our 55-ton all steel twin-hopper coal cars. A conversion program was projected and by its consummation there are now twenty cars available for this traffic. While introduced primarily for carrying cement, they may also be used for clay, lime, sand and similar bulk commodities.

Since protection against the elements is an obvious necessity, these cars are equipped with Hutchins all-steel roofs, each of which has eight rectangular hatches, 2 by 3 feet, to facilitate the blower system of loading. The discharge gates, of which there are four, were designed especially for this type of service by the Wine Railway Appliance Company.

Each gate is provided with a weather shield and a slide which is a distinctive feature in that its removal breaks up the cohesion of the cement in the hopper. After a car is loaded and enroute to its destination the air is gradually forced out as the cement settles, with the result that the mass becomes very compact. The removal of the discharge gate slides breaks up the solid mass formed at the bottom and facilitates the discharge into the conveyor mechanisms used at the receiving terminal. The steep slope of the bottom of the car necessitates only a minimum of picking or chopping through the roof hatches at the time of unloading.

Each car has a cubical capacity of 1435 feet and is capable of carrying 324 barrels, or 121,975 pounds of cement. Every precaution has been taken to provide a water-tight car. The entire length and width of the car is insulated at the point of roof contact, and between all riveted sheets, tar paper, as well as sealing cement, was used before the



37

rivets were applied. In addition, all openings were closed by welding to insure tight joints.

In order to adapt the cars to cement loading, the interior construction was altered to secure a proper relation of cubical content to the carrying capacity of the axles. Verticle bulkheads were erected at each end of the car in line with the bolster stake, and the angle of the slope sheets was increased from 30 to 42 degrees. A transverse bulkhead, located in the center of the car, divides it into two compartments for convenience in loading and unloading.

It is expected that this type of car will prove popular for shipments of other commodities, some of which are now handled in open-top equipment.

1626

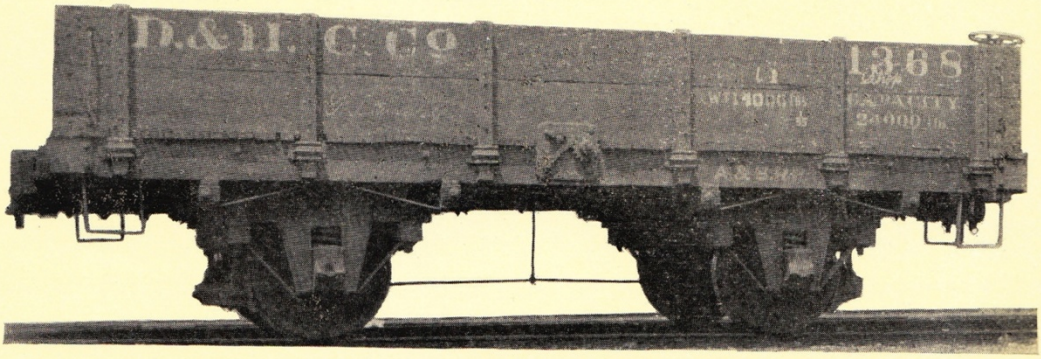
Flat Cars

D&H flat cars	c. 1890	1012 cars
	1900	801 cars
	1910	879 cars
	1920	242 cars
	1936	113 cars

1627

Gondola Cars

In the late 1870s, a four-wheeled gondola car, with a 12-ton capacity was designed at the Green Island shops. Here is a photo of such a car, together with data on the car, from *Inspection of Lines : :,* 1927, p. 24")



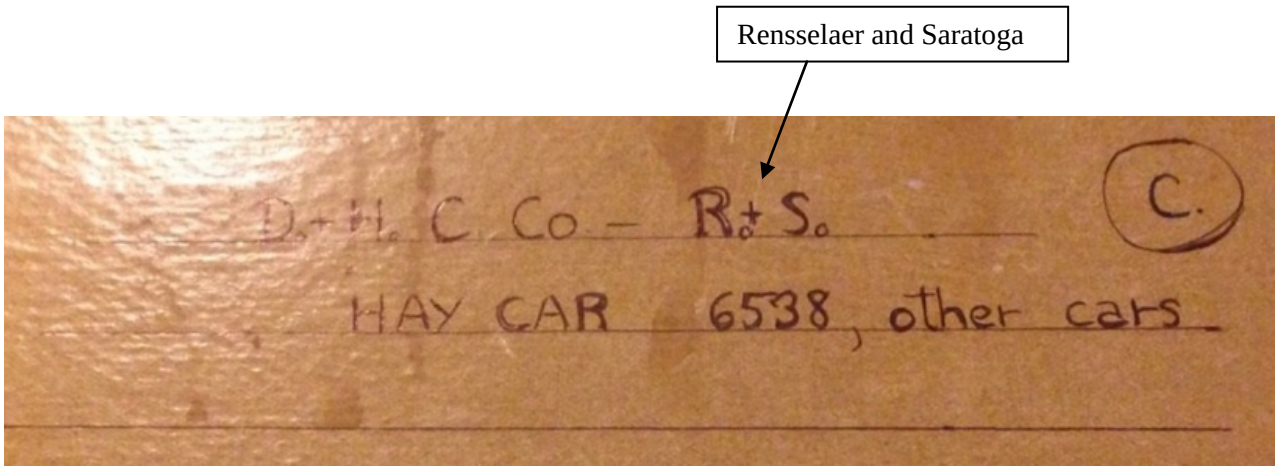
Four-wheeled Gondola Car, 12-Ton Capacity

This style car was designed at Green Island shops and introduced late in this decade. The body construction was of wood; light weight, 14000 pounds; carrying capacity, 24000 pounds. The truck frame was built of wood with cast pedestals. Wheels were cast iron with outside hung brake beams. The brake was operated by hand from end of car where brake wheel and staff were located. Approximate cost to build $367.00. In 1883 there is record of twelve hundred of these cars on the system.

1628

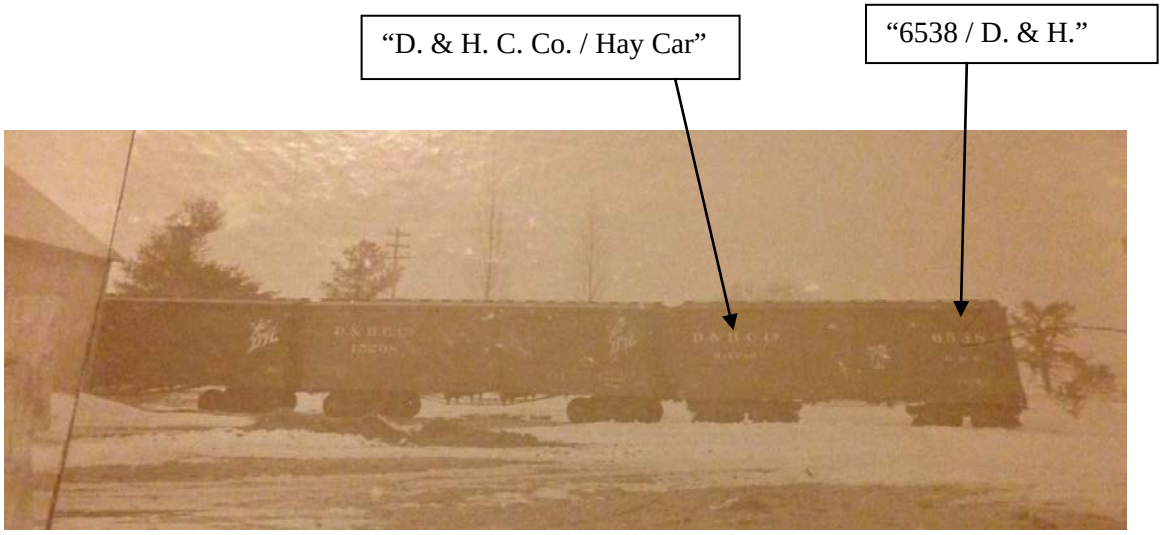
Hay Cars

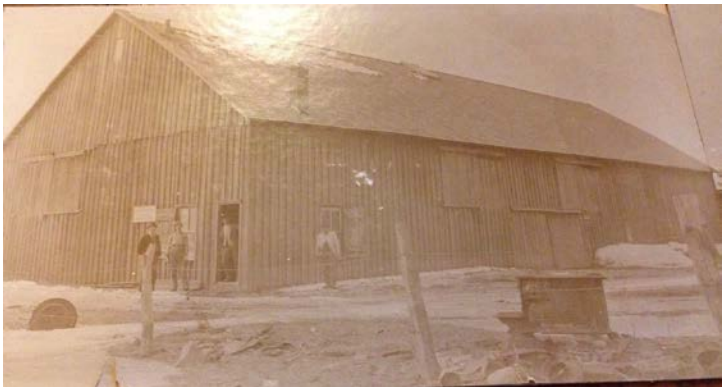
The photographs given below of D&H hay car No. 6538 and other cars were offered for sale on E-Bay on August 18, 2016. Our thanks to John V. Buberniak for bringing to our attention these photographs.



D&H Box Cars and Hay Car 6538 at Hay Barn. The rail car on the far right is marked as follows: *"D. & H. C. Co. / Hay Car / 6538 / D. & H."*







At the time that these photographs were taken (early 20th century?) horses and mules were no longer worked on the railroad, but mules were still used in the mines. The hay that is being picked up in this photograph was very probably used to feed D&H mules in the mines.

1629

Hopper Cars

For the number of D&H hopper cars/gondolas for the period 1890-1936, see herein: pp. 96-97, 109, 131-132, 146-147, and 225.

In the May 1, 1930 issue of *The Delaware and Hudson Company Bulletin*, pp. 135-37, 140-141, there is an article titled “How Oneonta Shop Constructs Self-Cleaning Hopper Cars”. The organization of the work force there was such that 46 men were able to built three composite coal cars in a single eight-hour day. Here is that article:

How Oneonta Shop Constructs Self-Clearing Hopper Cars

Group Organization of Force Enables 46 Men to Build Three Composite Coal Cars in Eight Hour Day; Present Program Calls for Total of 2,100 Units

THE development of the coal car on The Delaware and Hudson Lines from the flat-bottomed box on wheels representative of equipment of the Gravity Road as early as 1829 and the four-wheeled "Jimmy" car of four and one-half tons capacity which was the first type operated on the "steam" road in "the sixties" to the triple hopper, self-clearing 85,000 lbs. capacity cars now being constructed in our Oneonta Car Shops, is representative of the progress of rolling stock on our railroad.

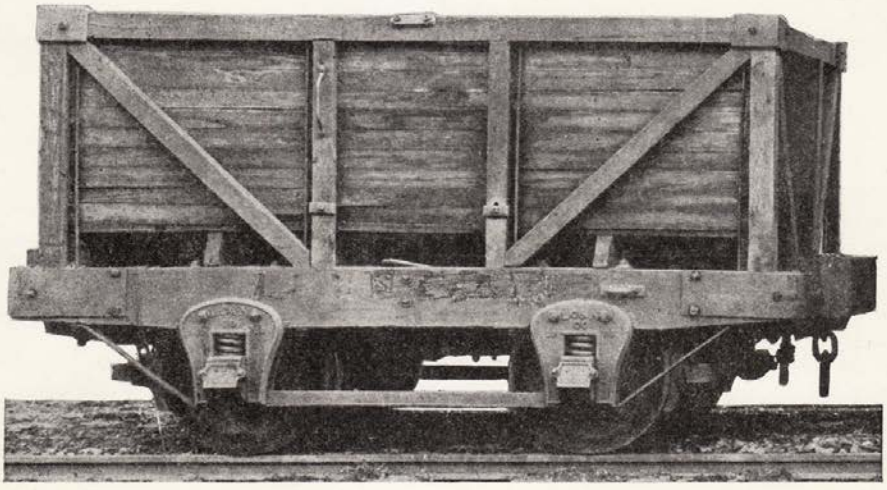
Self clearing cars have proved so successful that this type has been accepted for use on coal carrying roads in general, dealers building trestles to take advantage of the benefits that the use of such equipment affords due to the unloading arrangement by which labor is reduced to a minimum.

For the particular use to which our equipment is put the three-door design is considered to be especially adaptable to our needs and a program for building twenty-one hundred of these cars in the shops at Oneonta, N. Y., is now under way. Work was begun during the latter part of last year on one hundred fifty cars. In the 1930 budget provision is made for building six hundred additional.

These units have a nominal carrying capacity of 85,000 lbs. and the construction of the hoppers is such that the load is self-clearing once the door locking device is released. The cars are very substantially built with a steel underframe and composite superstructure and replace cars of a like nominal capacity having twin hoppers.

The trucks are built with cast steel bolsters and cast steel side frames, the axle journals being 5" x 9" " for which the A. R. A. rules establish an allowable weight of 136,000 lbs. (car and contents) on rails. The twin hopper cars, which these units replace, because of restricted cubical capacity, could not be loaded with coal to full axle capacity by some 8,000 lbs., whereas by designing a car with three hoppers the cubical capacity was increased and the loading objective attained.

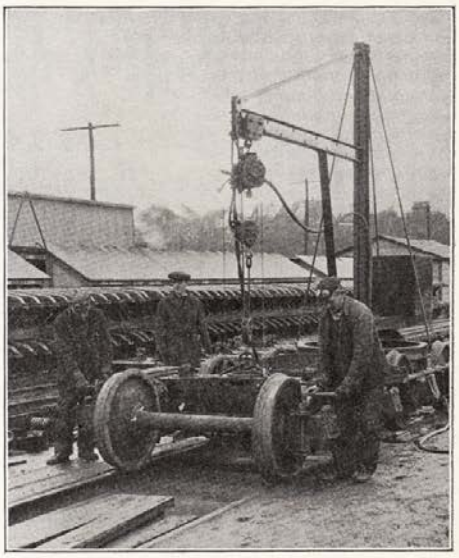
The construction program is carried out on a progressive system by which the building of a car is accomplished in ten major steps each of which



"Jimmy" Car of 1860-70

is carried on by a group of mechanics specially trained for the operation. Although forty-six men in all are required to complete the various steps, exclusive of painting, in the building of each car, under the progressive system only groups of from two to six are engaged in the same operation at any one time. The completion of the underframe construction which requires a gang of 11 men is the only exception. Thus the confusion and lost motion resulting from crowding is avoided. This is essential as all employed on the work are receiving compensation on a piece-work basis.

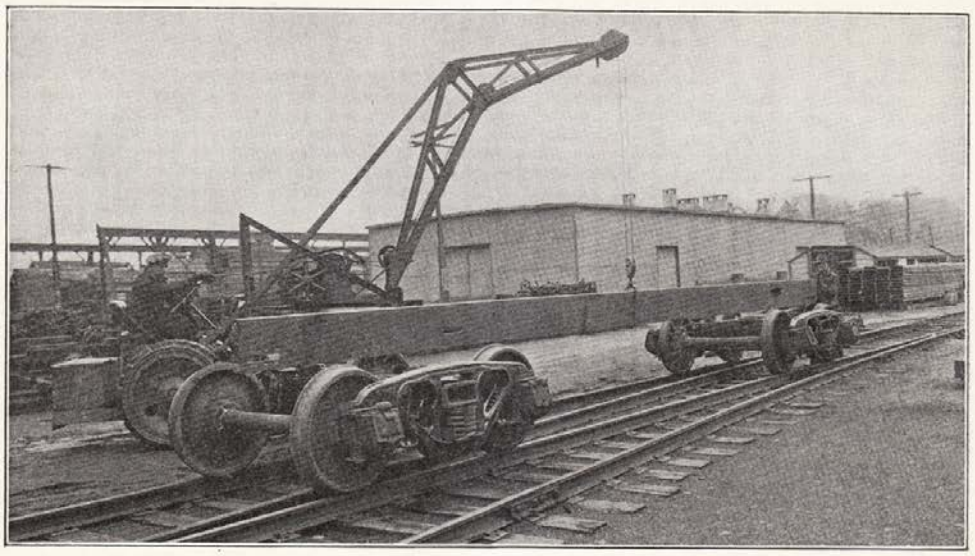
The output schedule calls for building three cars each eight-hour day, the work having been so arranged that each operation is finished in accordance with this schedule, and the car advances to the next "station" in the shop at a fixed time. The work is concentrated on one track about seven hundred twenty-five feet long and, with the exceptions of the truck assembling, painting and stenciling, is done entirely under cover.



Assembling of Trucks

With any plan designed to increase plant production thoughtful consideration must be given to the material layout. Thus the steel shapes used in the body construction of these cars are neatly arranged in separate piles, each pile being identified by a metal tag bearing the shape number. This arrangement insures prompt and efficient handling of material as well as accurate accounting of disbursements. In the construction of each car there are over one hundred of these steel shapes, the fabrication of which was done at the steel mills in accordance with D. & H. specifications and blueprints.

Material deliveries are made to each "station"



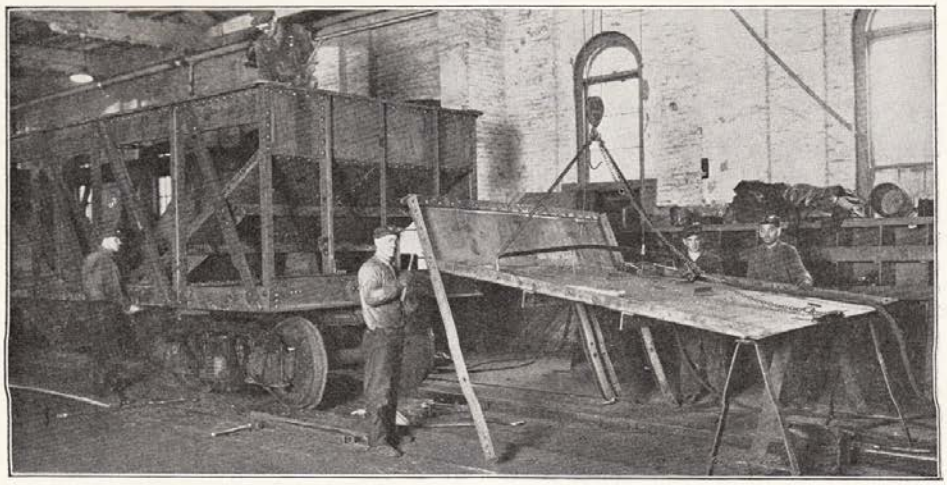
Tractor Placing Center Sills on Trucks

by tractors and trailers, material enough for one car being furnished at each delivery. This work is in the hands of five material men. No delays are experienced as these men are compensated on a piece-work basis in proportion to the earnings of the mechanics, which, of course, creates an incentive to keep an adequate supply of material available. The steel center sills are handled from stock and placed on the trucks by a gasoline tractor equipped with a boom, preparatory to the assembling of underframes.

A description of the operations, which require the driving of nearly twenty-eight hundred rivets per car, follows:

1.—*Assembling of Trucks.* Two men build six trucks each day. The work involves such details as riveting of side bearings to bolsters, and brake beam support brackets to spring planks; assembly and application of bolsters, side frames, spring planks, truck springs, etc.; application of journal boxes, journal bearings, journal wedges, brake levers, bottom connection rods, safety hangers, brake hanger wear castings, etc.

A portable jib crane with an air motor hoist was designed to facilitate truck building operations. This labor saving device was built at Oneonta Car Shop of secondhand and scrap materials and relieves the men of much heavy lifting by hand. Without it additional help would be required at this station. Briefly, it consists of a boom and an air hoist mounted on a scrap freight car truck. The boom is secured to an old engine tire which rests on ball bearings in the center of the truck. The outer edge of this tire rests on four roller side bearings on which it revolves. A metal box filled with scrap iron serves to counter-balance the weight of the boom and load when a lift is being made of such heavy parts as bolsters, wheels, truck side frames, spring planks, etc. At each end of the truck there is a pair of rail clamps which are operated by a lever. These clamps are used to anchor the crane to the rails when it is in operation. As the accompanying photograph indicates, this crane operates immediately behind the truck undergoing construction and the boom can be swung with ease to the adjacent material track to pick up such parts as may be needed.



Steel Construction in Progress

2.—*Preliminary Underframe Construction:* The gang consists of six men and here the work of assembling, fitting, and riveting the underframe is begun. This operation involves the assembling of such parts as center sill channels, bottom cover plates, bolster webs, compression bolster plates, crossbearer sections, etc. Here the draft gears are assembled, raised to position and applied by means of an air hoist. Three hundred forty rivets are driven to complete this work.

3.—*Body Side Frames:* Four men perform this operation which involves assembling, fitting and riveting of the body side frames, top bulb angles, top side plate, stakes, braces and connecting angles, as well as the setting up of sides,

(Continued on page 140)

the *Plattsburg, Saranac, Lyon Mountain, St. Regis, Mirror Lake, Crown Point,* and the *Dannemora.* Engine No. 2, one of the first to be designated by a number, had no tender at all. Its coal and water were carried above the boiler in front of the cab. Numbers 15 and 16 were the first locomotives equipped with air brakes to operate over the branch.

One of the things for which MR. WILSON was best known on the line was his hobby of collecting guns. At times he had as many as twenty in his home. When business was slow he would "blaze away" at nearby objects. One gun in particular was known for miles around. It was an old army rifle which had quite a reputation for long distance shooting.

Nothing was more satisfying to MR. WILSON than his work. Had it not been for the fact that his hearing became poor last year he would never have been content with retirement. "To me," he says, "railroading is the greatest game in the world. Every day's work is different and a fellow has to be on his toes every minute. If I had it to do over, I would go right back to my old job of handing out orders to the trains on the Chateaugay."

Self-Clearing Hopper Cars

(Continued from page 137)

end sills, connecting angles and striking castings. In this connection, four hundred rivets are driven.

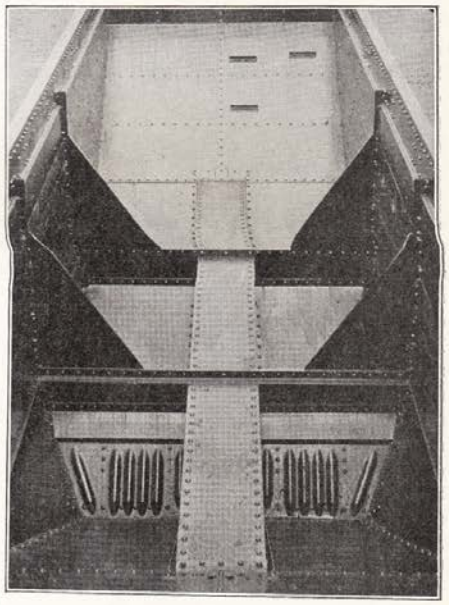
4.—*Completion of Underframe Construction:* Eleven men are employed at this "station". The work involves the assembling, fitting and riveting of bolster top cover plate, end sills, center sill top cover plate, diagonal braces, center plates, striking castings and connection angles; riveting of side frames to the underframe, and applying and fitting the bottom section of the side hopper sheets. This operation also includes the application of the brake cylinder and air reservoir. The work described involves the driving of eight hundred and fifty rivets.

5.—*Construction of Ends and Top Section of Slopes:* Three men are engaged in the assembling, fitting and riveting of the ends, top slope sheets, end sheets, end bulb angles, corner posts and end braces. The high powered hand brake and component parts are also applied here, the entire operation entailing the driving of three hundred rivets. An air motor hoist is employed to handle sections of the car ends while under construction and to place them in position on the underframe preparatory to the next "station" operation.

6.—*Setting up Ends, Slopes, and Diagonal Braces Preparatory to Riveting:* Here the ends are fitted to the side frames and underframes, the body slope sheets, hopper sections and vertical diaphragms are reamed and fitted, all being done by a crew of five.

7.—*Riveting of Slopes and Hopper Section:* There are six men employed in the remaining riveting of slopes and hoppers, in the performance of which operation six hundred and fifty rivets are driven.

8.—*Building, Handling and Fitting Doors:* Here there are four men assembling, handling,



Looking Inside Car

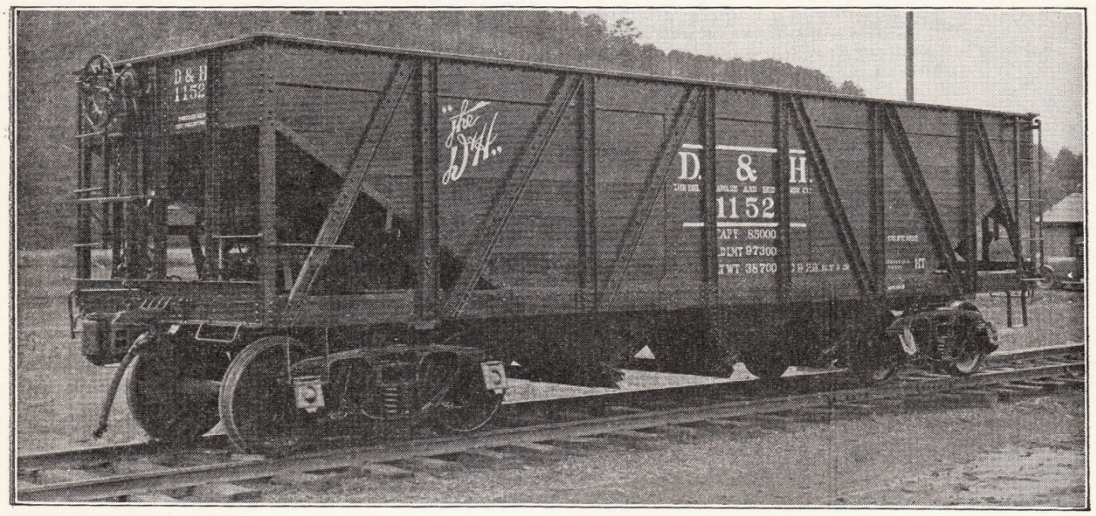
and riveting doors and slope supports, also applying door locks and couplers, which involves the driving of two hundred twenty-five rivets.

9.—*Fitting and Bolting Side Planks:* There are three men engaged in the fitting and application of body side planks, steel ladders, uncoupling levers and other safety appliances. The fitting of these side planks is facilitated by the use of a portable pneumatic hand saw and a similar saw of larger size mounted on a table. As a preventive against decay and corrosion

parts are treated with car cement where wood comes in contact with metal.

10.—*Air Brakes:* Two men are employed at this station. This operation involves the application and testing of the foundation brake gear and the piping of each car complete.

Before the work of assembling is undertaken, all metal parts are treated with red lead where they are connected. Subsequently the entire steel body structure is sprayed with red lead and the wooden side planks receive a spray coat of freight car brown, a mineral paint. When the paint has dried the entire car body is sprayed with freight car brown after which the car is stenciled and ready for service. The trucks are coated with a black metal preservative paint.



Ready for Service

Welded Steel Hopper Car:

In the January 1, 1937 issue of *The Delaware and Hudson Railroad Bulletin,* pp. 5-6, there is an article titled "Light-weight, Welded Steel Car Built by Oneonta Shop Force." The article is about the new, all-steel, self-cleaning hopper cars of 40-tons nominal capacity that were being built at the Oneonta shop, beginning in the Fall of 1936. Here is that article:

Light-weight, Welded Steel Car Built by Oneonta Shop Force

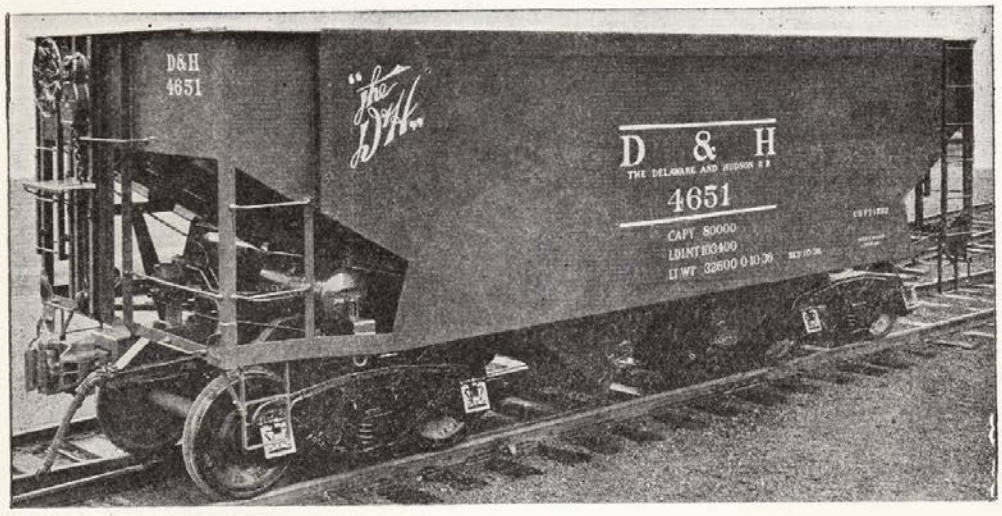
KEEPING pace with the development of new passenger equipment and motive power, though not as highly publicized, the freight car has also been passing through a process of refinement the results of which are far more important than the spectacular performances of streamlined trains or the air-conditioning of passenger equipment. When it is realized that for every passenger car the railroads operate 44 freight cars the importance of any improvement in the design of the latter is apparent.

Decreasing the weight of freight equipment to enable our trains to carry a higher pay load in proportion to their gross weight has been the aim of the Delaware and Hudson in the design and construction of a new, all-steel, self- clearing hopper car of 40-tons nominal capacity, which was completed at Oneonta Shops on October 30. Actually carrying over 50 tons, the car is rated at 40 tons merely because under the rules of the American Association of Railroads cars with 5" x 9" axles are limited to this amount, 5½" x 10" axles being required under 50-ton cars because of the dead weight involved in the former conventional designs.

The new car meets all A. A. R. interchange requirements but weighs much less than the usual type, due to the use of alloy steels in both the underframe and parts of the superstructure. The light weight is 32,600 pounds and the cubical capacity 1,752 cubic feet. Since, under Rule 86 of the A. A. R. Code, a total weight on rails of 136,000 pounds is allowed for a car with 5" x 9" axles, a maximum load of 103,400 pounds is permitted, or a ratio of pay load to dead weight of 3.17 to 1. The car is capable of carrying 103,000 pounds of anthracite, figuring an average of 52 pounds per cubic foot and the usual heap load.

In addition to the use of alloy steels, weight reduction is accomplished by welded construction which eliminates most of the riveting, the car now having a total of only 277 rivets as against 2,576 in a 50-ton steel hopper car of conventional design. A reduction in the number of parts used in the car has also been effected, there being 1,153 pieces, compared with the 3,596 formerly used.

A further reduction in weight is possible through the use of alloy steel in the trucks and certain structural parts such as door frames, doors, and the combination front and back stops.



Light but strong—alloy steels and welded joints

The A. A. R. "Z"-section center sills are of Manten steel joined by a continuous weld at the junction of the two top flanges. The body bolster parts, cross bearers, and floor stiffeners are also of Manten, joined by electric welding. Slope and hopper sheets are of Corten and Yoloy steels, high tensile strength, corrosion resisting alloys, while the side sheets are of ordinary open hearth steel, experience having shown that the side sheets of all-steel hopper cars require renewing after a period of 17 years, whereas slope and hopper sheets have a service life of but 12. The use of alloys in the latter should help to duplicate the achievement of the builder of the famous "one horse shay," no part of which failed first. With this idea in mind, the hopper unit is strengthened by the use of doors and frames of cast steel.

From a car maintenance standpoint the ideal condition is to renew all these parts at one shopping, hence the welding together of such sheets and shapes offers no obstacle to efficient maintenance to offset its obvious advantages.

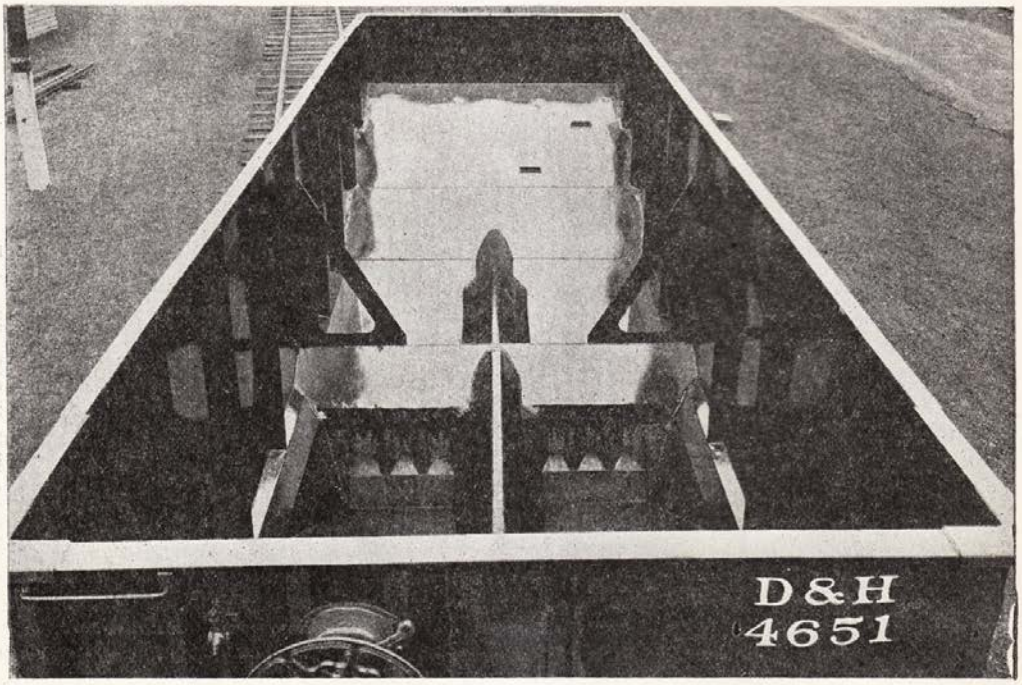
Power hand brakes and "AB"- type air brake equipment, the latest development for freight service, have been applied to the car, the performance of which in service is being watched with keen interest.

Smoke Lifters

DELAWARE and Hudson passenger locomotives like the 606, pictured on the front cover of this issue, now carry a smoke-lifting device consisting of an inclined sheet of steel rising from the pilot beam to the smoke-box at the level of the running-boards, and two vertical plates curved in at the top which roughly parallel the sides of the smoke-box, being slightly closer at the rear. The currents of air swept up past the sides of the boiler through the passages thus provided deflect the steam and smoke from the stack so that they no longer sweep down around the cab to obstruct the vision of the crew. The device is peculiar to Delaware and Hudson locomotives in this country, though in general use in Europe. It is said to require about 100 horsepower to overcome the air resistance created by the device when traveling at 100 miles per hour, which is not a matter of major importance in most cases since this speed is not commonly attained and the resistance decreases very rapidly at lesser rates of speed.

Antique

Waiter: "Wasn't your egg cooked long enough?"
Customer: "Yes, but not soon enough."



Self-clearing construction features the interior

1630

Milk Cars

In the April 1, 1936 issue of *The Delaware and Hudson Railroad Bulletin,* pp. 56-57, there is an article titled “How the Delaware and Hudson Delivers the Milk by Rail." Here is that article:

How The Delaware and Hudson

Delivers the Milk by Rail



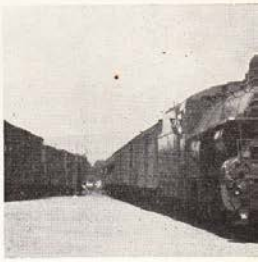
HOW the Delaware and Hudson serves as the connecting link between the dairy farms of the fertile Champlain and Susquehanna valleys and the metropolitan milk bottle is of interest to milk-producers, railroaders and the city-dwelling ultimate consumer alike. Railroads were scarcely in their "teens" when, in 1841, a visionary individual, a railroad contractor named Thaddeus Selleck, conceived the idea of shipping sweet fluid milk by rail to New York City. By the spring of 1842 he succeeded in arousing enough interest in the idea so that a trial shipment was made. This consisted of six blue pyramid churns of that day, each containing 40 quarts of milk. When the churns were loaded on the train it was freely predicted that they would contain butter when they reached their destination. Such prophecies failed of fulfillment and the following year saw four million quarts handled by the Erie Railroad on which the experiment took place.

Prior to June 1, 1893, no regular milk service was in effect on the Delaware and Hudson, such shipments as were made being handled by the National Express Company. On that date milk shipments were made from Susquehanna Division points to New York City, the familiar 40-quart cans being used. A Mr. R. E. Westcott, under contract with the Delaware and Hudson, erected the milk plants at the shipping points and rented or sold them to shippers.

With the growth of the milk traffic new facilities were provided. On January 1, 1904, we had in service 8 standard Delaware and Hudson milk cars. On December 1, 1912, there were 67 such cars, 5 of which were provided with steel underframes so that they could be operated in passenger trains in accordance with newly enacted laws covering steel equipment. The floor capacity was approximately 360 40-quart cans, and the method of icing to preserve the milk was to place large pieces of ice directly on top of the cans.

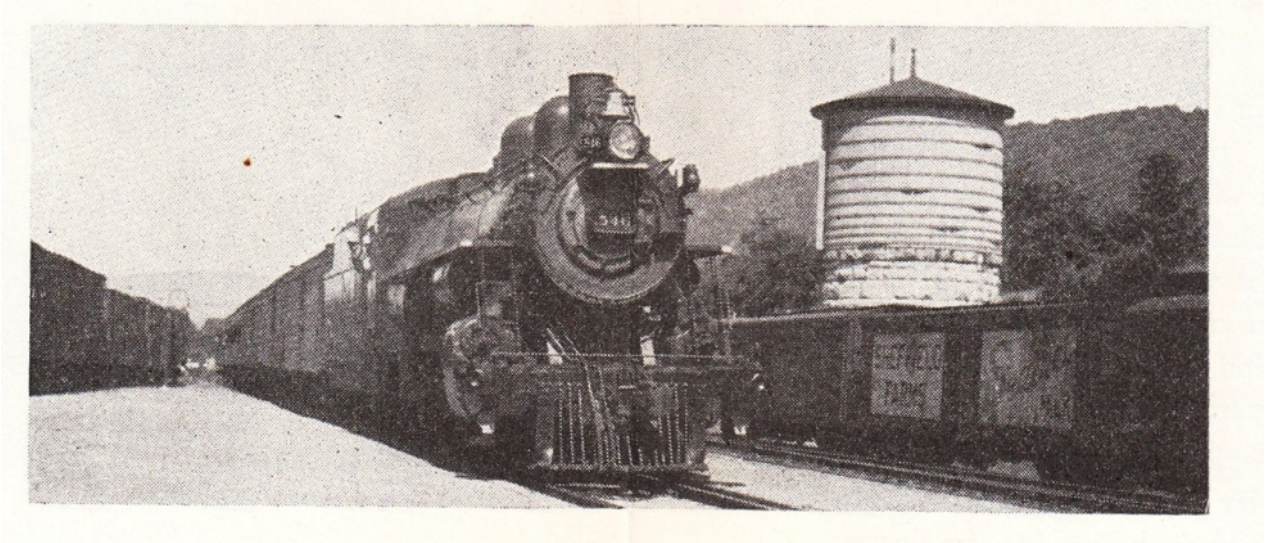
The first milk cars built by the Delaware and Hudson contained two ice bunkers, one at either end of the car, but these were taken out of service in 1906 as they were found to be inefficient in protecting the lading, causing loss of milk due to souring in transit. As of March 12; 1929, we had in milk service 67 standard milk cars and 41 produce cars, the latter carrying approximately 250 40-quart cans.

On October 1, 1927, glass-lined tank cars, the property of the Dairymen's League, with a capacity of 6,000 gallons of bulk fluid milk, were placed in service on our Champlain Division, operating between the Canadian boundary and New York City. On January 11, 1928, a similar car was operated on the Susquehanna Division, and on January 1, 1929, H. P. Hood & Sons began the use of such a car between points on the Rutland and Washington Branch and Boston, Mass. All Sheffield Farms milk shipped via the Delaware and Hudson is now handled in glass-lined tank cars.



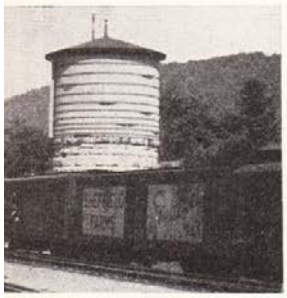
For comparison, the standard Delaware and Hudson milk car has a carrying capacity of 3,600 gallons of fluid milk contained in 40-quart cans. Our produce cars carry about 2,500 gallons in cans, while the glass-lined tank cars have a capacity of 6,000 gallons. In other words, the modern tank car will carry 67 per cent more milk than our standard milk car and 140 per cent more than our produce cars, thereby greatly reducing the number of cars required to transport a given quantity of milk. There are at present but 4 Delaware and Hudson milk cars in daily use serving points where the volume handled is insufficient to warrant the use of tank cars, 11 of which are now loaded daily.

The severe weather conditions of the past winter have proven the greater dependability and flexibility of milk service by railroad tank cars as against shipment by tank truck. When the icy hand of winter held the Middle-west clutched in its grasp, a tank car, loaded on our Susquehanna Division



was speeding on its way to New York City when the Borden Company got word of a threatened milk famine in Chicago. This car was switched out of the train at Harmon, and in a few minutes was roaring toward Chicago at 80 miles-an-hour in one of the "crack" passenger trains. Before it reached its destination, word came that the threatened famine in Chicago had been averted by the timely arrival of other milk, but that a city in Indiana was suffering from lack of the precious fluid. So the car was again diverted in transit, and arrived in time to meet the newest demand, the milk being sweet and within one degree of the temperature at which it was loaded into the car.

So satisfactory have tank cars been that the Borden Company has just "launched" the first of a fleet of new all-metal streamlined milk cars containing glass-lined tanks. Six inches of cork insulation between the glass surfaces of the "thermos bottles" in which the milk is carried permit transportation over distances of as much as 200 miles in summer with a temperature rise of but one degree, the milk being pumped into the cars at 36 degrees. Upon arriving in New York the milk is forced out of the tanks by compressed filtered air, into tank trucks which convey it to the pasteurizing and bottling plant. Sanitary air tight connecting pipe lines are used, the milk being at no time exposed to the outside air. The car may be unloaded in 30 minutes.



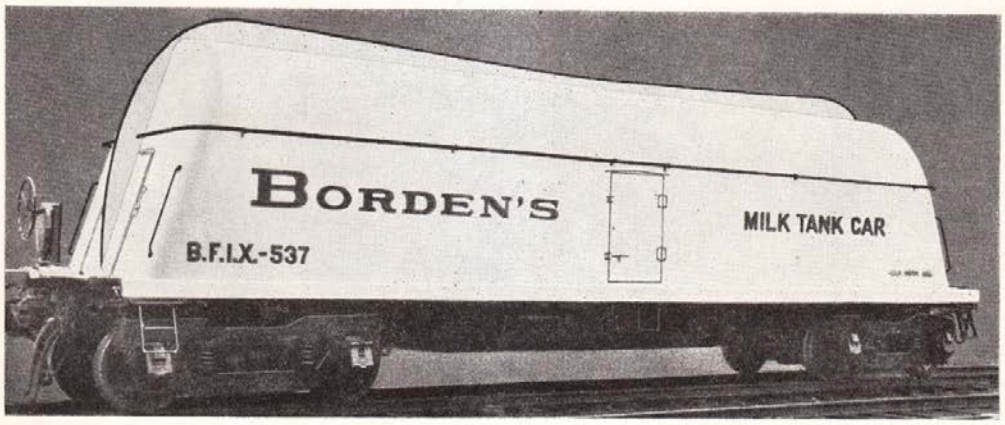
The new cars, though of all-metal construction weigh only 42 tons empty or 67 tons loaded, 2½ tons less than the conventional wooden-body car. Since milk traffic is distinct from freight and must move at high speeds, the streamlining of the protective shell over the tanks may result in a considerable saving in air resistance. Standard passenger train trucks and braking equipment make safe operation at high speed possible. The steel outside shell has a protective coating of aluminum metal fused on by a new process so that no painting is required. Naturally enough, the first car of the new design was christened with a bottle of milk.

Frost "Grows"

THE necessity for good drainage to allow water to run away from the railroad right of way has long been recognized. Recent investigations made by Professor Arthur Casagrande of the Harvard Graduate School of Engineering on the action of frost in different kinds of soil may prove highly important to railroad as well as highway engineers.

Among other things, it has been disclosed that at low temperatures the ice crystals which form where moisture has pocketed under a highway or railroad continue to grow, especially when the rate of freezing is slow, until they exert terrific pressure thus causing the "heaving" of the top surface sometimes more than a foot in the air.

No growth of ice was found in gravel or sand. The use of insulating materials to prevent penetration of frost under pavements is being considered, as well as a means of preventing the penetration of frost into sub-grades.



1631

Work Equipment

1927 Inspection of Lines, p.122: as of December 31, 1926

Recapitulation of Passenger, Freight, and Work Equipment, December 31, 1926:

p. 122:

COMPANY SERVICE:

2	Steam Wrecking Cranes, 40-tons capacity.
4	Steam Wrecking Cranes, 100-tons capacity.
2	Steam Wrecking Cranes, 160-tons capacity.
1	Dynamometer car.
12	Snow plows.
4	Steam shovels.
1	Gas Transport car.
1	Air Brake Instruction car.
5	Private cars.
1	Pay car.
2	Locomotive Coaling Cranes.
20	Other derricks.
23	Flangers.
598	Other Road cars.
676	—Total cars in Company Service.

1936 Inspection of Lines, as of December 31, 1935:

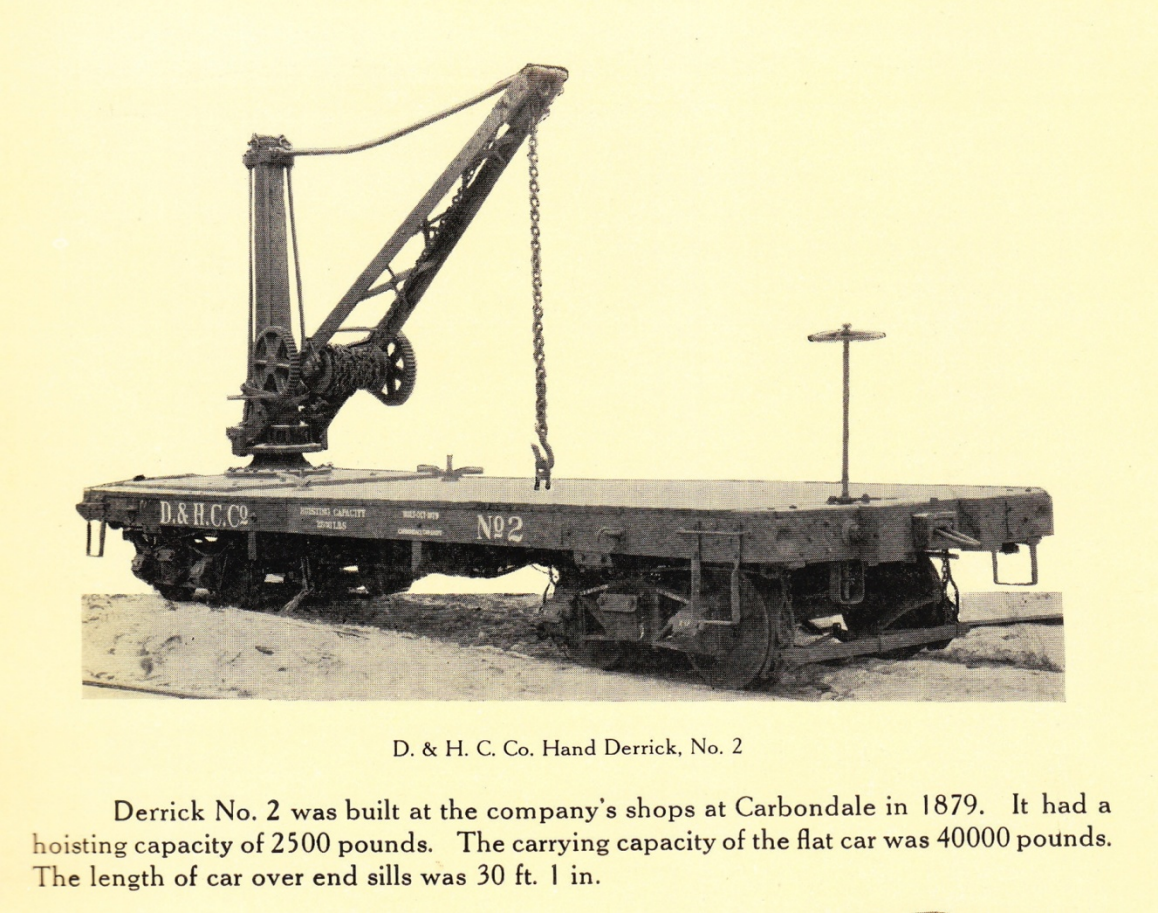
Recapitulation of Passenger, Freight, and Work Equipment, December 31, 1935:

p. 126:

COMPANY SERVICE:

2	Steam Wrecking Cranes, 40-tons capacity.
4	Steam Wrecking Cranes, 100-tons capacity.
2	Steam Wrecking Cranes, 160-tons capacity.
1	Dynamometer Car.
12	Snow Plows.
2	Steam Shovels.
1	Air Brake Instruction Car.
5	Private Cars.
1	Pay Car.
4	Locomotive Coaling Cranes.
19	Other Cranes and Derricks.
23	Flangers.
401	Other Road Cars.
477	Total Cars in Company Service.

D&H C. Co. Hand Derrick No. 2, shown below, was built in the D&H shops in Carbondale in 1879.



D. & H. C. Co. Hand Derrick, No. 2

Derrick No. 2 was built at the company's shops at Carbondale in 1879. It had a hoisting capacity of 2500 pounds. The carrying capacity of the flat car was 40000 pounds. The length of car over end sills was 30 ft. 1 in.

(Inspection of Lines : :, 1927, p. 27)

D&H #3 Steam Ditcher:

On March 22, 1907, Robert Penzone, Sr., Dundaff Street Carbondale, presented to us the material given below, which he prepared, on D&H #3 Steam Ditcher:

D&H # 3 STEAM DITCHER

BUILTED 1925 BY AMERICAN HOIST & DERRICK COMPANY, ST. PAUL, MN

They were familiarly known as "American Ditchers". It was a small steam shovel mounted on flanged rollers, so it could run on two rails mounted on a flat car. The "Ditcher" also could swing over the side of the flat car to dig a drainage ditch or to load fill into a dump car. The "Ditcher" was later equipped with a clamshell bucket. This "Ditcher" was still in use on the D&H in 1952.



On March 22, 1907, Robert Penzone, Sr., Dundaff Street Carbondale, also presented to us the material given below, which he prepared, on D&H #35054 Jordan Spreader:

Opening the Mainline

D&H #35054, Jordan Spreader, is being used to open the mainline from Binghamton, NY to Sunbury, PA, on January 16, 1996. The picture was taken at Mile Post 628, south of Hallstead, PA, by Mike Green.

The Jordan Spreader is being pushed by two CP Rail Locomotive, #5534 and #5521. The Spreader is traveling about 40 m.p.h.

The crew on the Snow Plow is Track Foreman George Edwards, Carbondale, PA and Equipment Operator Bob "Rock" Penzone, Carbondale, PA.



D&H #35054, Jordan Spreader, is being used to open the mainline from Binghamton, NY to Sunbury, PA, on January 16, 1996. The picture was taken at Mile Post 628, south of Hallstead, PA, by Mike Green.



"Counting the Ties"

Mike Green, took this picture between Mile Post 647 and Mile Post 648, at Hop Bottom, PA, on January 16, 1996.

D&H #35054 is reducing speed, ("Counting the Ties") as it is preparing to enter the switch at Mile Post 648. The Snow Plow is traveling about 20 m.p.h.



Clearing the Side Track at "HOP"

D&H 35054 is now on double track. The Snow Plow must stop and open the wings. One wing is opened all the way out, so that the snow could be cleared from the sidetrack. The wing on the other side is only opened part of the way, so that the snow from the front plow could be pushed away from the track. With the wings out, the snowplow can only travel at about 5 to 10 m.p.h. Because of the slow speed, the front plow will not push the snow far enough away from the track.

As the snowplow moves down the track, the front plow will clear the mainline, one wing will clear the sidetrack and the other wing will push the snow away from the mainline.

On this day the Snow Plow cleared all the snow on the mainline and all the side tracks from Binghamton, NY to Sunbury, PA, about 140 miles.

This picture was taken at Mile Post 648, Hop Bottom, PA ("HOP"), on January 16, 1996, by Mike Green.

1632

Special Needs Cars

As early as 1887, there were special needs cars on the D&H. From an article in the Carbondale Leader of November 19, 1887, we learn that John Shappley and William Hinds were running the log train on the D&H:

“John Shappley and William Hinds are running the log train.” *(Carbondale Leader*, November 19, 1887, p. 4)

Transporting automobiles:

D&H ad in *1975 Railway Age* magazine:



D&H Railway Originating Overland Carrier to Mid-West Markets For Thousands of Import Autos Entering Port of Albany, N.Y. by the Shiploads.

To put SUPER HAULER to work for you call
Thomas E. O'Brien
V.P. Sales and
Industrial Development
Delaware and Hudson
Railway Company
Albany, N.Y. 12207
(518) 471-5400

D&H HAULS IT ALL

THE BRIDGE LINE to NEW ENGLAND and CANADA

SUPER HAULER

75-1

Circle 33 on Reader Service Card

22

1633

Passenger Cars

On December 31, 1926, the D&H had 375 cars in passenger service. That we have learned from:

1927 Inspection of Lines, p.122:

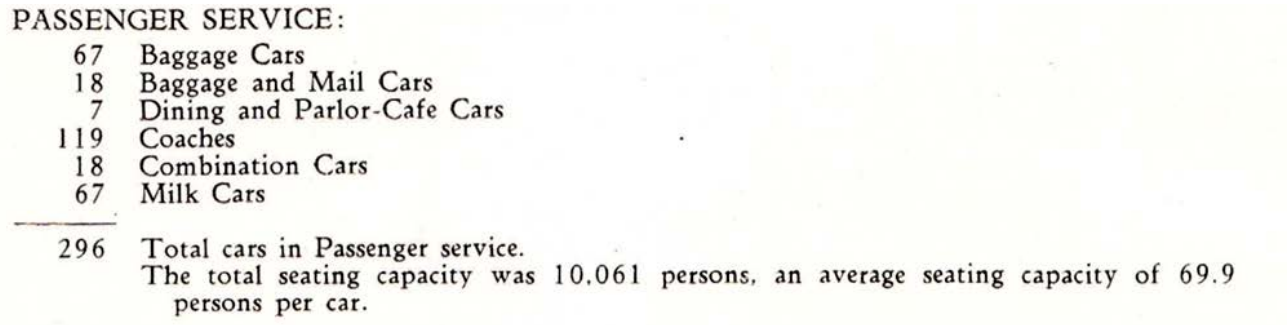
Recapitulation of Passenger, Freight, and Work Equipment, December 31, 1926:

See herein pp. 98-177 for photographs and material on many of the passenger cars referenced in the above summary statement from the *1927 Inspection of Lines* book.

On December 31, 1935, the D&H had 296 cars in passenger service. That we have learned from:

1936 Inspection of Lines, p. 126:

Recapitulation of Passenger, Freight, and Work Equipment, December 31, 1935:



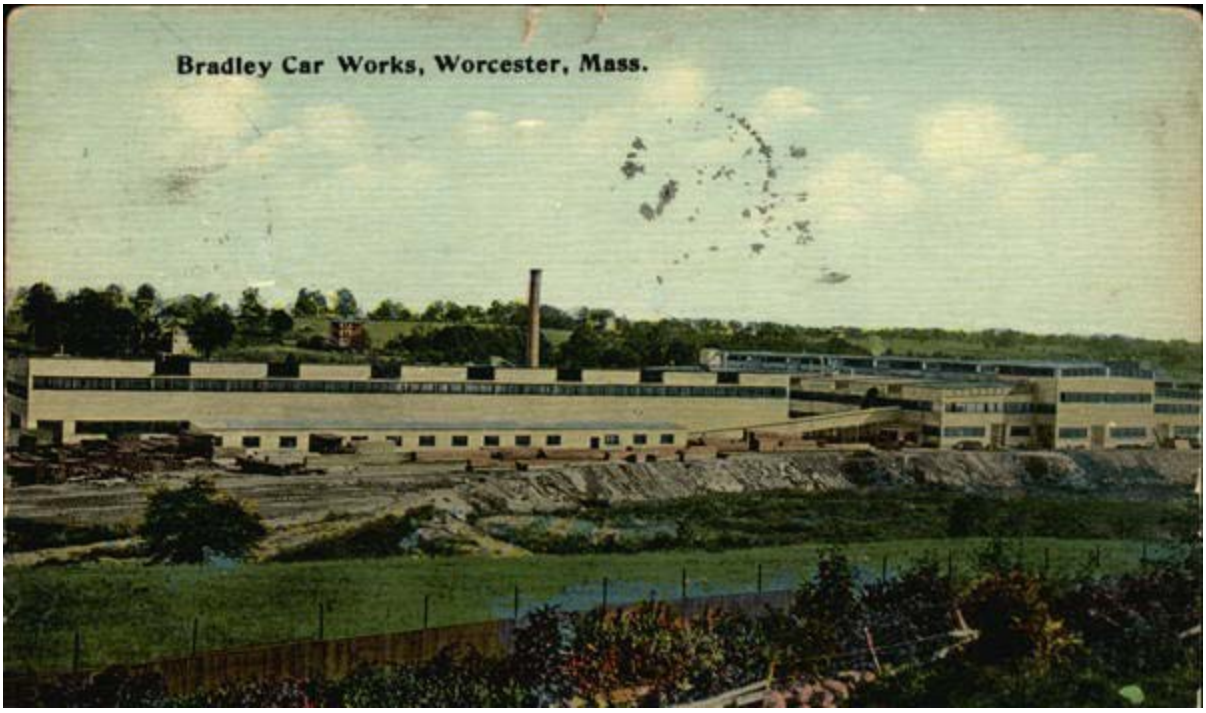
PASSENGER SERVICE:

67	Baggage Cars
18	Baggage and Mail Cars
7	Dining and Parlor-Cafe Cars
119	Coaches
18	Combination Cars
67	Milk Cars
296	Total cars in Passenger service.

The total seating capacity was 10,061 persons, an average seating capacity of 69.9 persons per car.

See herein pp. 178-225 for photographs and material on many of the passenger cars referenced in the above summary statement from the *1936 Inspection of Lines* book.

An early, and very special, D&H passenger coach was “the splendid new directors’ car” that was made in Worcester, MA in 1872. This coach was made by the Bradley Car Works, Worcester, MA, which was established in 1833, and which, by 1837 was specializing in railway coaches.



“Bradley Car Works, Manufacturers of every description of railway cars. Osgood Bradley & Sons. Proprietors"

On October 30, 1872, D&H president Thomas Dickson and a party of distinguished officers of the D&H departed from Carbondale “in the splendid new directors’ car” to visit the different roads and works then owned by the D&H. The car was drawn by the engine *Thomas Dickson.* In the November 2, 1872 issue of the *Carbondale Leader,* we read:

“President Dickson, Superintendent Young, the Messrs. Olyphant and other officers of the D. & H. C. Co., left this city Wednesday noon to visit the different roads and works of their possession. They went in the splendid new directors’ car, which was recently manufactured in Worcester, Mass., and were drawn by the engine “Thomas Dickson.” On Tuesday they made Honesdale* a visit.” (*Carbondale Leader,* November 2, 1872, p. 3)

* To visit Honesdale, they traveled via the Gravity Railroad, and it is very probable that they rode in the Gravity passenger car *Monitor.*

A complete list of the names of those who went on this Directors' trip North is given in the *Carbondale Advance* of November 2, 1872, as follows:

"Del. & Hud. Directors' Trip North. / Another Excursion North has been made this week in the 'Directors' Car,' on the D. & H. RR.'s extended connections as far as White Hall, N. Y. The party left here on Tuesday, consisting of Thomas Dickson, Prest. [sic], Coe F. Young, Gen. Supt., H. A. Fonda, George Talbot Olyphant, R. M. Olyphant, David Olyphant, Thos. Cornell, Mr. Rhinelander, Geo. L. Dickson, H. M. Boies, H. S. Pierce, W. R. Storrs, W.W. Scranton, J. C. Platt, C. F. Mattes, James Dickson, and James Clarkson. / It will be seen that it embraces not only prominent officers of the D. & H. C. Co., but some other capitalists and friends. Some of the party came up here on Monday afternoon, and made the trip from Scranton to Carbondale in 28 minutes. / Other engagements prevented R. Manville, Esq., RR. Supt., and Mayor Van Bergen, of this city, from joining the party." *(Carbondale Advance*, November 2, 1872, p. 3)

R. M. Olyphant note:

Robert Morrison Olyphant (born 09-09-1824) died May 3, 1918, at age 93, at his residence 160 West 59th Street, New York. He entered Columbia University in 1843, and was the oldest alumnus of Columbia at the time of his death. His father (David W. C. Olyphant) was a New York merchant in the East India trade in the firm of Talbot, Olyphant & Co. In 1844, R. M. Olyphant made a trip to China. In 1858 he reorganized his father's company and again revisited the Orient. He retired from the mercantile trade in 1873. He served as D&H president for 20 years, retiring in 1903, at which time he was elected honorary Chairman of the Executive Committee.

1634

Regular Passenger Service

For a detailed account of passenger service on the D&H steam lines in the nineteenth century, see Volume X *(The Steam Line from Carbondale to Scranton (the Valley Road);* Volume XI *(The Jefferson Branch of the Erie Railroad (Carbondale to Lanesboro);* and Volume XII *(Reaching Out: D&H Steam Lines beyond the Lackawanna Valley)* in this series.

In 1873, the first two standard-gauge passenger cars, built by the D&H, were made in the D&H car shops in Carbondale, with work on a third coach to be "commenced before long." These cars were built for use on the Valley Road between Carbondale and Scranton. In the *Carbondale Leader* of May 17, 1873, we read:

“The D. & H. C. Co. has in course of construction at its shops in this city, two passenger cars, which are the first that have been built here. One of them is nearly completed, and will be as fine a car as we wish to see. The second is under way, and work on the third one will be commenced before long. They are to be used on the company’s excellent road between this city and Scranton.” (*Carbondale Leader*, May 17, 1873, p. 3)

On “the company’s excellent road between this city [Carbondale] and Scranton,” the D&H Valley Road, some very interesting speed records were established over the years. On the running time of the 5:30 A.M. daily passenger train from Carbondale to Scranton, pulled by D&H engine No. 502, a remarkable speed/service record was established in 1931, as we learn from the biographical portrait of David B. Robbins that was published in the October 1, 1931 issue of *The Delaware and Hudson Company Bulletin*, pp. 291-92. That train, which made the 17-mile run from Carbondale to Scranton in 35 minutes, with eight stops to discharge and receive passengers, was described by *Railway Age* as ‘the fastest local train in the United States.’ In Robbins’ biographical portrait, we read:

"For a number of years he [David B. Robbins] was in charge of what the *Railway Age* called 'the fastest local train in the United States,' the Delaware and Hudson's No. 502, leaving Carbondale for Scranton at 5:30 A. M. This seventeen-mile run was made in 35 minutes with eight stops to discharge and receive passengers."

Here is a photograph of D&H Engine No. 502, from the collection of John V. Buberniak:



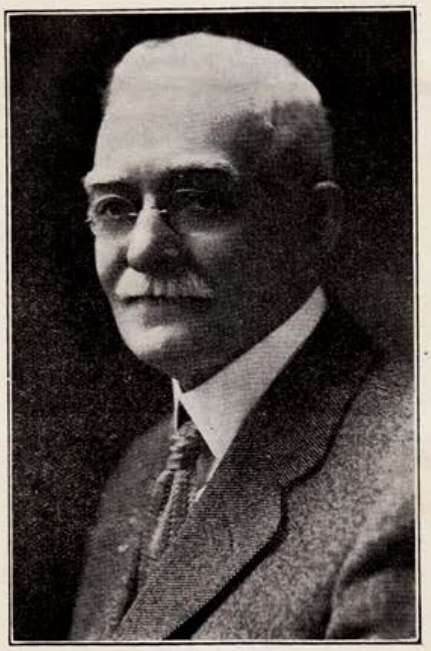
The career of David B. Robbins with the D&H spanned 66 years, the longest period of service on the company’s records. His biographical portrait, which was published in the October 1, 1931 issue of *The Delaware and Hudson Company Bulletin*, pp. 291-92, contains many very interesting facts about the D&H, and it is well that we reprint the entire portrait here:

"The D&H" The DELAWARE AND HUDSON RAILROAD CORPORATION "The D&H"
BULLETIN

Dean of the Service

Longest Record in Our Company's History Held by Conductor

LESS than one year after Lee's surrender to Grant at Appomattox Court House, DAVID B. ROBBINS entered the Delaware and Hudson's employ on the old Gravity Railroad. When, over 66 years later, on the night of January 27, 1931, he registered off duty after making his last round trip from Carbondale to Scranton, one of the most colorful railroad careers in Delaware and Hudson history was brought to a close. His was the distinction of accumulating the longest period of service on the company's records. Equally remarkable was the fact that not a single demerit mark, reprimand, or suspension appeared on the records opposite his name, for which he was highly complimented in a personal letter from COL. J. T. LOREE, Vice-President and General Manager.



DAVID B. ROBBINS

MR. ROBBINS, who is known variously to thousands of fellow employees and patrons as "UNCLE DAVE;" plain "DAVE" to those who have shared his long service; "The Dean of Delaware and Hudson service;" and a "grand old man" to everyone, was on the payroll before most present day employees were born. DAVID was born at Prompton, Pa., four miles from Honesdale, September 27, 1853. He entered the service as a switchtender — train dispatcher, he called himself — on March 14, 1865.

His father was a Gravity Railroad trainman on the ten-mile level between Waymart and Honesdale, which probably accounts for the fact that DAVID entered the service at such an early age. He switched loaded coal cars from Racket Brook Breaker on to the main line of the Gravity, en route to Honesdale, protecting them from approaching trains—hence his claim to the title of train dispatcher.

Shortly after DAVID was employed, his father was placed in charge of No. 7 level, located just west of Farview, Pa. The family therefore moved into a Delaware and Hudson owned house at that point where they boarded other Gravity workers.

Nine years MR. ROBBINS served on the Gravity before entering the steam railroad service on March 18, 1874, making his first trip as trainman between Carbondale and Mill Creek, now Hudson. Then there were only four trains running over this portion of railroad daily, two coal trains, one passenger, and one local freight.

What made steam railroad work more difficult

Robbins began his work career with the D&H as a switch-tender on the Gravity line, on March 14, 1865.

In 1874, there were only four trains daily over the D&H line from Carbondale to Mill Creek: two coal trains, one passenger train, and one local freight.

This should read: "The Gravity gauge was 4 feet 3 inches…"

In 1874, the D&H tracks between Carbondale and Mill Creek were triple gauge; the switches were then all stub end switches.

was the fact that the tracks and cars were of three different gauges. The Gravity gauge was 4 feet 6 inches; the steam railroad was of standard gauge, 4 feet, 8½ inches; while all Erie and Lackawanna cars were wide gauge, 6 feet. Throughout the railroad's entire distance there were four rails to each track: on one side was a single rail for all cars, while on the other side there were three rails, one to accommodate each width of truck.

Only stub end switches were in use then; all four rails had to be thrown at once to match the blunt ends of the other track. In order to couple the cars different sizes and lengths of links were carried in the caboose.

MR. ROBBINS tried passenger service in 1875 as a trainman, although he returned to the coal trains at the end of three months. On November 21, 1877, he became a conductor and in the years which followed he at one time or another held every conductor's position the Pennsylvania Division had to offer.

At the time of his promotion, Delaware and Hudson freight trains were operated over portions of the Erie, Central Railroad of New Jersey, and Lehigh Valley tracks. The train crews therefore had to know the rules of all four railroads—all the regulations of which, of course, were different. Furthermore the entire length of the Delaware and Hudson line was single track. There was a time when a passenger train left Carbondale for Scranton and vice versa, every hour. A man had to know his business and be on the alert to keep out of trouble under those conditions on the old single track.

From 1866 to 1886 the Jersey Central had leased the Delaware and Hudson's right of way between Wilkes-Barre and Scranton; MR. ROBBINS operated the first freight train into Wilkes-Barre after the road reverted to Delaware and Hudson management.

This is the only explanation in print of the terms *Coal Train 5, Coal Train 6, Coal Train 7, Coal Train 8, Coal Train 9,* and *Coal Train 10.*

"One of the busiest stretches of track on the Division used to lie between Jefferson Junction and Carbondale while that was still single track," says MR. ROBBINS. "All coal trains running north from Carbondale to Oneonta from 4:15 A. M. until 8 A. M., no matter if there were two or eight, were sections of Coal Train 5. Similarly those departing between 8 A. M. and 1 P. M. were Coal Train 7; from 1 P. M. until 4:15 A. M. the following day they were sections of Coal Train 9. On the return trip they were similarly divided into coal trains 6, 8, and 10. The time-table also included two passenger trains and a local freight.

At Jefferson Junction the conductor of a southbound freight had to go into the tower for orders. There he copied the entire order in a large book from which the operator repeated it to the dispatcher. At times the order was two pages long, including "meets" with northbound trains at practically every siding between Jefferson Junction and Carbondale. That was one stretch of track on which the train crew was kept busy all the time. Although work on the Gravity Railroad held many thrills for the trainmen, it did not call for the brain work required by steam railroad operation. That is why MR. ROBBINS preferred working on the latter.

The duties of a D&H conductor at the turn of the twentieth century.

When, about thirty years ago, MR. ROBBINS entered the passenger service as a conductor, the old cars were lighted with sperm candles. Later oil lamps were substituted; they in turn gave place to the modern electric light. Then the train crew had to assist in loading the tender with water and coal, as well as fill the sand dome. They were obliged to fill the oil lamps, build fires and clean ashes out of the stoves, secure ice and water for the drinking water tanks, dust the coaches, wash the windows, and make up their train with link and pin couplings. This prefaced the work of making 60 stops with hand brakes!

Before his retirement MR. ROBBINS was in charge of coaches equipped with thermostatic heat control, roller bearing trucks, automatic couplers, electric lights, air brakes, and a host of other modern appliances.

David Robbins was the conductor on "the fastest local train in the United States," the 5:30 A.M. passenger train from D&H from Carbondale to Scranton, pulled by D&H engine No. 502.

For a number of years he was in charge of what the *Railway Age* called "the fastest local train in the United States," the Delaware and Hudson's No. 502, leaving Carbondale for Scranton at 5:30 A. M. This seventeen-mile run was made in 35 minutes with eight stops to discharge and receive passengers.

Would MR. ROBBINS choose railroading as a profession if he could start over again? Indeed he would! To his mind the railroads are America's second most important industry. First is agriculture; the farmer provides the food which keeps his fellow-men alive. The railroads then complete his work by making his products available for consumption.

For fifty years MR. ROBBINS used tobacco; he was smoking either a cigar or a pipe most of the time. Then in 1914 he decided to stop; he threw away his tobacco and has never smoked since. One habit which distinguished this popular veteran was the daily wearing of a flower in his coat lapel; invariably he appeared for duty with a carnation or rose for a boutonniere.

As a conductor, Robbins always wore a flower in his coat lapel, either a rose or a carnation.

MR. and MRS. ROBBINS have spent the past three winters in Florida; throughout the balance of the year they are at home at 56 South Church Street, Carbondale, Penna.

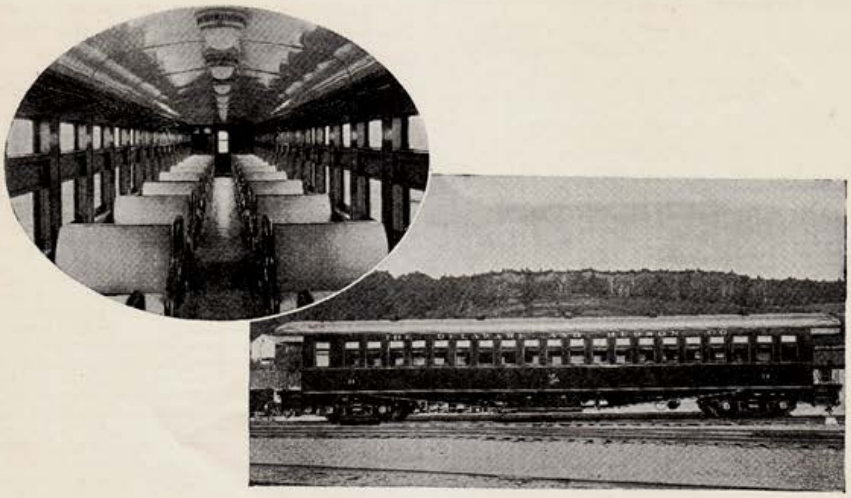
292

Many interesting details on the running times of trains, passenger and freight, in the Lackawanna Valley are also presented in the biographical portrait of Thomas McCawley (“Born to Railroad”) that was published in *The Delaware and Hudson Railroad Bulletin*, April 1, 1936, pp. 51-52, 60.

In 1893, Thomas McCawley, a D&H engineer who worked out of Carbondale, was assigned to pull a fast merchandise train between Wilkes-Barre and Carbondale. In his biographical portrait we read:

"At first there was a 12 mile-an-hour speed limit on freight trains, the time card specifying the mileage and time to be taken between each two stations. Enginemen who exceeded the speed restrictions were called 'on the carpet.'/ . . . In 1905 Mr. McCawley took a regular main line passenger run, making two round trips daily between Carbondale and Wilkes-Barre. When the train from Nineveh was more than 40 minutes late into Carbondale his crew had to take an extra passenger train to Wilkes-Barre deadheading back. / The first train from Carbondale to Wilkes-Barre each morning was made on an extremely fast schedule. While their running time was 80 minutes for the 36 miles, they had 10 station stops to make, in addition to the up-hill run into Scranton station and backing out on the main line again. Between station stops, slow orders in territory where the tracks cross mining operations, and time lost picking up heavy mail and express shipments, they had to average better than a mile-a-minute when they were in motion. The track between Pittston and Wilkes-Barre was excellent for fast running, and they went down over those last few miles just as fast as the engines would go." (pp. 52, 60)

Commuter traffic on the line running south of Carbondale was heavy. Passenger cars/new suburban coaches designed to handle heavy commuter traffic were placed on that line in 1927. An article about those coaches, titled "New Suburban Coaches In Use / These Cars, Now Running South of Carbondale on the Pennsylvania Division, Are Designed Especially for the Handling of Heavy Commuter Traffic," was published in the December 1, 1927 issue, pp. 363, 368, of *The Delaware and Hudson Company Bulletin*, as follows:



Interior and Exterior of New Suburban Coach

New Suburban Coaches In Use

These Cars, Now Running South of Carbondale on the Pennsylvania Division, Are Designed Especially for the Handling of Heavy Commuter Traffic

Suburban coaches Nos. 11, 12, 13, and 14

FOUR suburban type coaches, Nos. 11, 12, 13 and 14, an innovation in our passenger equipment, were recently placed in service between Carbondale and Wilkes-Barre, on the Pennsylvania division. They were remodeled at the Oneonta shops and their several new features, new to Delaware and Hudson patrons, perhaps, but practicable, nevertheless, as their use on other roads has proven, are designed to facilitate the handling of heavy commuter traffic for short distances. Each coach will seat eighty-two passengers.

"Each coach will seat eighty-two passengers."

The underframe construction consists of two 10-inch "H" columns, reinforced with top cover plate, ½ by 26 inches, combined platform and double body bolsters and steel needle beams. The length of these cars over the end sills is 65 feet, and over the buffers, 74 feet 4¾ inches. Their average light weight is 105,000 pounds.

The trucks likewise are substantially built with cast steel frames, bolster and spring plank, 36-inch steel wheels mounted on 5 by 9-inch journals, and clasp brakes. A hand brake booster is provided for emergency use.

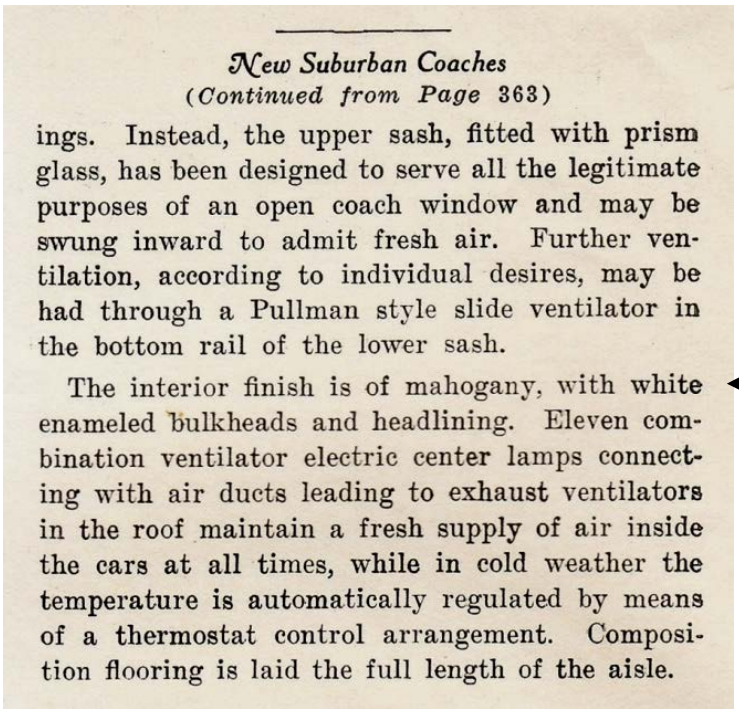
Except for open platforms with high folding gates, the general apearance of other coach equipment of the "arch-deck" type has been maintained. In changing the roof from the "clerestory" design, steel carlines and purlines were used. The platforms are covered with safety matting and the steps, which are of steel, have safety treads.

Inside the first noticeable departure from conventional styles is the type of seat. All seats are stationary since they are built back to back, or as a unit, much as are the seats in Pullman sleeping cars, except that the space between the backs has been left open for the convenient storage of luggage. The upholstering is of rattan.

Stationary seats, rattan upholstering, windows with an upper and a lower sash, the latter being stationary

Another new and rather unusual feature is the design of the windows. Each consists of an upper and lower sash, the latter being stationary which makes its impossible for careless passengers to risk themselves unnecessarily as has been a more or less common practice among those who, out of curiosity alone perhaps, were wont to extend their head and shoulders through window open-

(*Turn to Page* 368)



New Suburban Coaches

(*Continued from Page* 363)

ings. Instead, the upper sash, fitted with prism glass, has been designed to serve all the legitimate purposes of an open coach window and may be swung inward to admit fresh air. Further ventilation, according to individual desires, may be had through a Pullman style slide ventilator in the bottom rail of the lower sash.

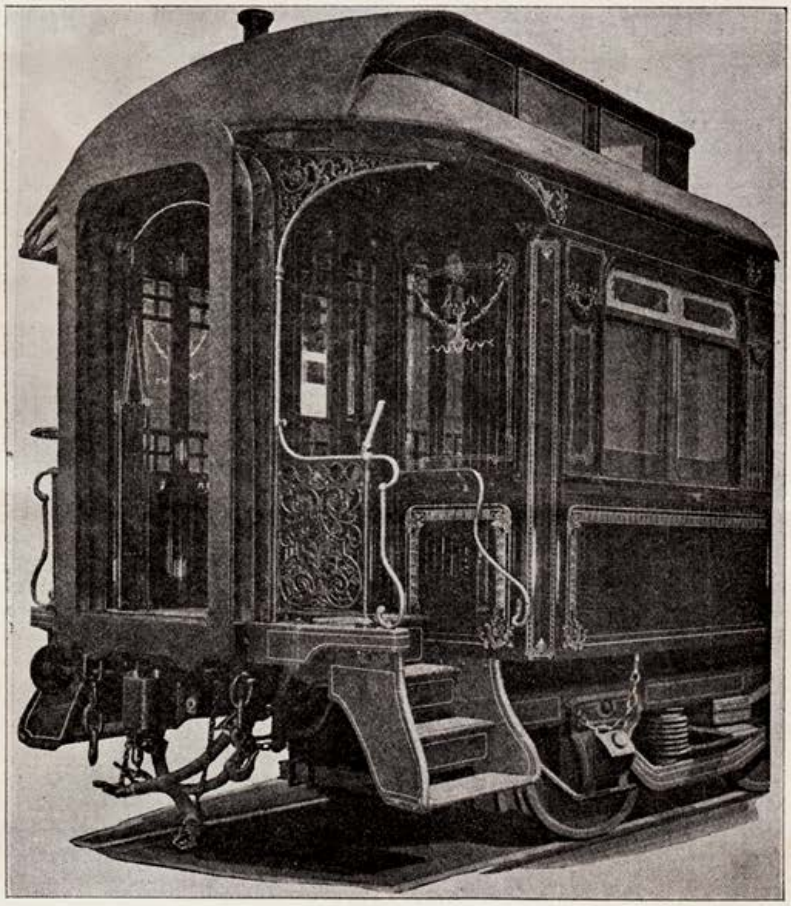
The interior finish is of mahogany, with white enameled bulkheads and headlining. Eleven combination ventilator electric center lamps connecting with air ducts leading to exhaust ventilators in the roof maintain a fresh supply of air inside the cars at all times, while in cold weather the temperature is automatically regulated by means of a thermostat control arrangement. Composition flooring is laid the full length of the aisle.

"The interior finish is of mahogany, with white enameled bulkheads and headlining."

Passenger cars on railroads, from 1887 on, more often than not, had vestibules. What is the purpose of a vestibule on a railroad car? The answer is in the article "Why the Vestibule?" that was published in *The Delaware and Hudson Railroad Bulletin,* January 15, 1931, pp. 27, 30. Here is that article:

Why the Vestibule?

Originally Designed to Guard Against Telescoping of Wooden Cars, it Also Provides Safe Passageway Between Units of our Modern "Steel Fleets"



First Vestibuled Passenger Car

WHEN the Chicago Museum of Science and Industry, founded by Julius Rosenwald, is opened to the public one of the transportation features of great interest will be found in the Pullman exhibit. It will be a duplicate of the first vestibule that appeared on a Pullman car—and that also implies all rolling stock—44 years ago.

The Pullman vestibule was regarded in 1887 as one of the greatest mechanical safeguards invented for railroading. This year finds it held in the same estimation and with nearly all railway passenger cars equipped with it.

Perhaps most passengers of 1931 believe the chief purpose of the vestibule is to furnish a hall-

(Continued on page 30)

"..the original idea [for a vestibule] was to produce a device that would reduce to minimum 'telescoping' of cars in case of collision, and to increase easy riding by making the train a more rigid unit."

Why the Vestibule?

(Continued from page 27)

way between cars. That is one reason for its existence, but it is a subordinate one as the original idea was to produce a device that would reduce to a minimum "telescoping" of cars in case of collision, and to increase easy riding by making the train a more rigid unit. This phase of the invention was told by James Wares, former manager of Calumet Repair Shops, but in 1887 a body builder at the Pullman Car Works. He carried out the plans of General Manager H. H. Sessions in the experimentations.

"Mr. Sessions' first effort was toward an anti-telescoping plate," said Mr. Wares, "and this was fastened to the platform by means of steel uprights braced by angle irons. When a satisfactory anti-telescoping device had been completed, the rest of the vestibule developed sequentially. It was natural to think of covering the braced uprights, and then the doors were placed and the vestibule was practically complete. Moreover, the passage way was not a new feature, having been used on Siberian trains because of the intense cold in winter. Many persons do not know that Mr. Sessions' patent was granted on the mechanism, and not the vestibule proper."

"The full car width vestibule, as of today, was developed in an emergency. President Grover Cleveland. . ."

It will be noted the first vestibule but slightly exceeded the width of the car door. It was collapsible and of mahogany with beveled glass. The full car width vestibule, as of today, was developed in an emergency. President Grover Cleveland had to make a railroad trip and several rear platform speeches, but had a bad cold and the weather was raw. Harry M. Pflager, vice-president of the Commonwealth Steel Company, then a mechanical inspector, in 48 hours turned out an enclosed rear platform made of vestibule doors, some of which folded back when oratory was needed.—*Pullman News.*

In the D&H *Inspection of Lines: : :, 1927,* p. 33, we find the following information on enclosed vestibules on D&H passenger cars for the period 1880-1890: :

> A development of general interest in this period was the perfection of a system devised by George W. Pullman, in 1886, for continuous passage through trains by means of enclosed vestibules on passenger train cars. In 1887 this invention was patented. The Pennsylvania Railroad is credited with having had the first vestibuled train in service (June 1886).
>
> At the end of each car was an elastic diaphragm of steel frame construction, the face or bearing surface of which was pressed firmly against the adjoining car by powerful spiral springs. Thus a covered passageway was provided between cars which was especially desirable on limited express trains when occasion arose, during inclement weather, to pass across the platforms of several cars. At first only the passageways were covered; later the entire platforms were enclosed.

1635

Special Passenger Service

In addition to the large number of regularly scheduled passenger trains into, out of, or through Carbondale, there were many excursions and special trains into, out of, and through Carbondale, and we will take a closer look at some of them in the pages that follow. We have organized this material in terms of destination.

Excursions to Binghamton, NY:

The Encampment Excursion to Binghamton, NY, was announced in the *Carbondale Advance* of August 12, 1882. The round trip fare, Carbondale/Binghamton, was $2.00. Here is that announcement:

"Excursion to Binghamton. / The arrangements for the Encampment Excursion to Binghamton on the 23d inst. are being rapidly completed by the committee having the mater in charge. Those who desire a day of solid enjoyment cannot afford to miss this opportunity. The excursionists will leave here at 6:45 a.m., and on their arrival at Binghamton, at about 9:30, street cars will be in readiness to convey them through the heart of the city to Ross Park, which is conveniently arranged for the accommodation of pic-nic parties. A large pavilion on the grounds affords shelter for about a thousand persons. Beman's celebrated orchestra, of Binghamton, has been engaged to furnish the music in the park. The tickets for the round trip have been placed at the low price of $2, and can be had of members of the Encampment." *(Carbondale Advance,* August 12, 1882, p. 3)

The excursion was a huge success, with nearly 600 excursionists, travelling on eleven Erie Railroad coaches to and from Binghamton. In the *Carbondale Advance* of August 26, 1882, we read the following about the excursion:

"Encampment Excursion. / Lackawanna Encampment No. 16, I. O. O. F., made a grand excursion from this city to Binghamton on Wednesday of this week, over the Erie Railroad. Eleven coaches were found necessary to carry the excursionists, numbering nearly 600. / It was a splendid success in all respects, and was hugely enjoyed by the participants, notwithstanding the rain that prevailed on arrival at Binghamton." (Carbondale Advance, August 26, 1882, p. 3)

An excursion to Binghamton, at one-third the regular passenger fare, was announced for June 15, 1886, in the June 11, 1886 of the *Carbondale Leader.*

"WHERE SHALL WE GO/ A Series of Good Excursions This Month—Days of Recreation. / Such an opportunity as is now afforded the children and their parents and friends to take a pleasant trip to Binghamton next Tuesday may not occur again soon. The fare is down to a little more than one-third the regular rates, and the route and destination have many attractions. Mr. Carpenter, who will be in charge, has large experience in the excursion line, and the utmost care will be taken to prevent accident. The little ones, especially, will be tenderly cared for. Those who take the train here will have a choice of seats, and thus insure comfortable transportation. We need not say more as the inducements are so apparent to everyone." *(Carbondale Leader,* June 11, 1886, p.4)

Excursions to California:

A round trip excursion to California from Carbondale on the D&H, from Albany to California, at $112.70, with excursion tickets good for six months, was announced in *The Journal* of December 1, 1887. Here is that announcement:

"Commencing Dec. 1st the Delaware and Hudson RR will sell excursion tickets to California points, good for six months, at the rate of $112.70 for the round trip from Albany and at correspondingly low rates from other stations along the line where coupon tickets are sold." *(The Journal,* December 1, 1887, p. 3)

Excursions to Carbondale:

Conventions traveling via the D&H were granted half fare. Parties attending the church semi-centennial on Tuesday, July 1, 1879, in Carbondale were, accordingly, required to pay only half fare for their round trip tickets. In the *Carbondale Leader* of June 28, 1879, we read:

"The Superintendent of the D. & H. RR. Co. has granted the abatement of fare usual in the case of conventions. Parties attending the church semi-centennial on Tuesday next, who pay full fare to Carbondale, will be returned free. Dr. Ottman will furnish the certificates." (*Carbondale Advance*, June 28, 1879, p. 3)

Round-trip tickets on a special Erie excursion from Port Jervis to Carbondale on Thursday, July 17, 1899, were sold for $1.00 for the round trip. In addition to bringing many strangers to Carbondale and to advertizing the city widely, such excursions had important financial benefits for local merchants, hotels, and restaurants. Here is the announcement of the excursion that was published in the Carbondale Leader of July 20, 1899:

“COMING TO CARBONDALE. / An Excursion To This City From Port Jervis Soon. / On Thursday, July 27th, the Erie will run a special excursion from Port Jervis to Carbondale at the low rate of one dollar for the round trip. A special train will leave Port Jervis at 8:15 a. m., returning leave Carbondale at 4 p. m. This is the first of the season of these excursions which were promised by the Erie. Those in the past have served to bring many strangers to Carbondale and to advertise the city widely. They also brought considerable patronage to our merchants, hotels and restaurants and this one will doubtless be hospitably entertained.” *(Carbondale Leader*, July 20, 1899, p. 5)

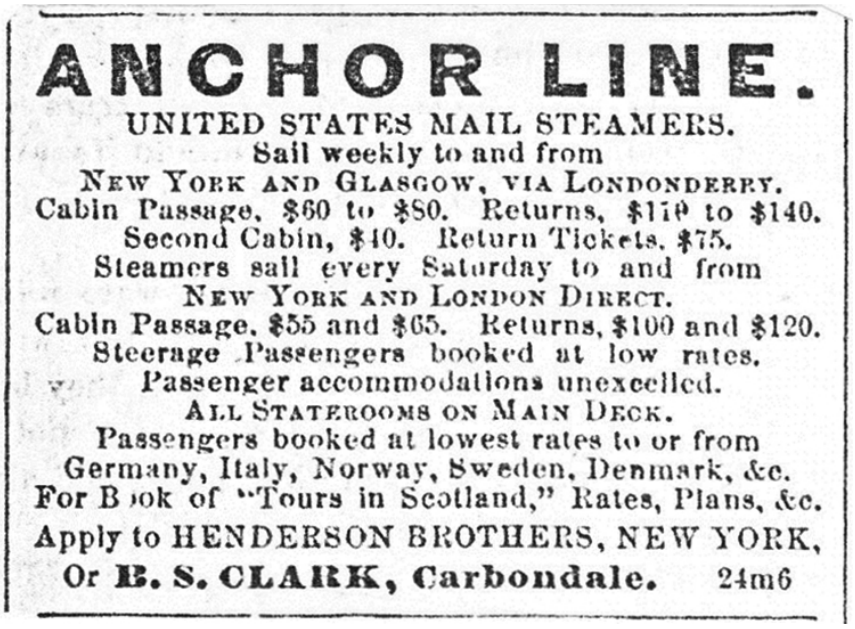
Travel to/from Europe:

Travel to Europe from Carbondale or from Europe to Carbondale could be initiated through P. S. Joslin, Carbondale. In the July 8, 1881 issue, p. 1, of the *Carbondale Leader* we see the following ad:

: **"EUROPEAN PASSAGE / TICKETS, BOTH BY THE RED STAR AND AMERICAN LINES,** to and from Great Britain or Germany, sold by P. S. JOSLIN."

Similar travel arrangements could also be made in Carbondale, in 1882, through B. S. Clark:

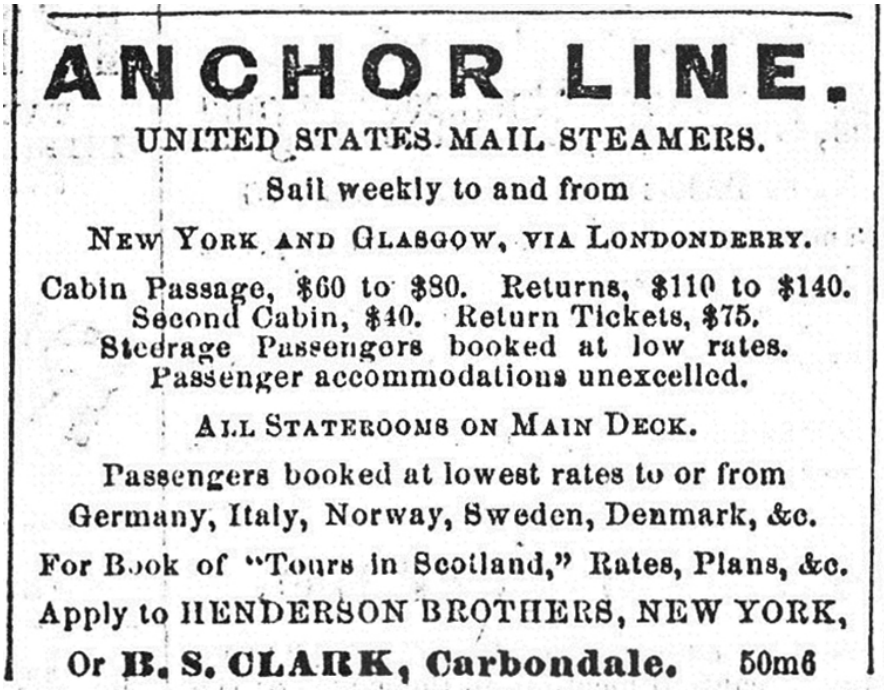
Carbondale Advance, March 4, 1882, p. 3



ANCHOR LINE.

UNITED STATES MAIL STEAMERS.
Sail weekly to and from
NEW YORK AND GLASGOW, VIA LONDONDERRY.
Cabin Passage, $60 to $80. Returns, $110 to $140.
Second Cabin, $40. Return Tickets, $75.
Steamers sail every Saturday to and from
NEW YORK AND LONDON DIRECT.
Cabin Passage, $55 and $65. Returns, $100 and $120.
Steerage Passengers booked at low rates.
Passenger accommodations unexcelled.
ALL STATEROOMS ON MAIN DECK.
Passengers booked at lowest rates to or from
Germany, Italy, Norway, Sweden, Denmark, &c.
For Book of "Tours in Scotland," Rates, Plans, &c.
Apply to HENDERSON BROTHERS, NEW YORK,
Or **B. S. CLARK, Carbondale.** 24m6

Carbondale Advance, November 4, 1882, p. 1



ANCHOR LINE.

UNITED STATES MAIL STEAMERS.
Sail weekly to and from
NEW YORK AND GLASGOW, VIA LONDONDERRY.
Cabin Passage, $60 to $80. Returns, $110 to $140.
Second Cabin, $40. Return Tickets, $75.
Steerage Passengers booked at low rates.
Passenger accommodations unexcelled.
ALL STATEROOMS ON MAIN DECK.
Passengers booked at lowest rates to or from
Germany, Italy, Norway, Sweden, Denmark, &c.
For Book of "Tours in Scotland," Rates, Plans, &c.
Apply to HENDERSON BROTHERS, NEW YORK,
Or **B. S. CLARK, Carbondale.** 50m6

Excursions to Jermyn, PA:

The exact location of Winawaka Grove, near Jermyn, has not yet been learned. In any event, to attend the grand musical jubilee there on Thursday, August 18, 1881, persons from Carbondale and other surrounding communities most probably traveled by the D&H to Jermyn/to Winawaka Grove. In the *Carbondale Leader* of August 5, 1881, we read:

"Thursday, August 18th, is the day which has been set by the Jermyn Cornet Band for holding a grand musical jubilee and clam bake in Winawaka Grove, near Jermyn. Contests at tub racing, rope pulling, or tug of war, base ball, etc. are to take place and liberal prizes are to be offered to stimulate the contestants. Suitable provision is also provided for dancers, and the indication is that the people of Jermyn will have a first-class opportunity to have a good time At any rate, they have a good time to show their appreciation of the Cornet Band which is a first-class organization." *(Carbondale Leader,* August 5, 1881, p. 4)

Excursions to Mayfield, PA:

The exact location of Glenwood Grove, Mayfield, has not yet been learned. In any event, to attend the picnic there on July 16, 1886, for the benefit of George Hutchins, of Jermyn, persons from Carbondale and other surrounding communities most probably traveled by the D&H to Jermyn/Mayfield. In *The Journal* of July 15, 1886, we read:

"A pic-nic will be held at Glenwood Grove to-morrow, the 16th for the benefit of Geo. Hutchins, of Jermyn. Prof. DeVicklow will appear in his great diving set, and there will be a glove contest, wrestling match and other attractions." *(The Journal,* July 15, 1886, p. 3)

Excursion to Montreal:

By means of an excursion, organized by the Delaware and Hudson Canal Company, the people of the Lackawanna Valley were given the opportunity, in February 1887, to attend the grand winter carnival in Montreal, February 7-12. Round trip tickets from Carbondale were $12; from Scranton, Pittston, Wilkes-Barre and Honesdale, $12.50. The following announcement of this excursion to Canada was published in *The Journal,* January 27, 1887, p. 3)

"**Excursion to Montreal Carnival. /** The Delaware and Hudson Canal Company have arranged for an excursion to Montreal which will enable the people of this valley to enjoy the grand winter carnival which takes place in that city from February 7th to 12th inclusive. / Among the numerous attractions will be an ice palace, enclosing an area of 14,000 square feet, the tower over 100 feet high, in which will be an exhibition of the agricultural and other products of the Dominion. The

attack on the castle and defence by the Garrison is the finest spectacular scene to be seen anywhere in the world. There will be tobogganing, snow-shoeing and skating carnivals, grand street pageants, bonspiel, living arch manned by snow shoers, ice structures in different parts of the city, etc. The different museums and conservatories will be free for the week. / Round trip tickets may be purchased at $12. The fare from Scranton, Pittston, Wilkes-Barre and Honesdale will be $12.50. These tickets are good from February 4 to 11 inclusive. Hotel and boarding house lists may be seen at Delaware and Hudson ticket offices." (*The Journal*, January 27, 1887, p. 3)

Excursions to Mountain Park:

The exact location of Mountain Park has not yet been learned. We do know, however, that it was in the vicinity of Ashley. In any event, the Sunday School and church of the Berean Baptist Church of Carbondale traveled there via the D&H for their annual excursion and basket picnic on Wednesday, July 21, 1886. They were joined by the Sunday Schools of Jermyn, Archbald, Peckville, and Olyphant. In *The Journal* of July 15, 1886, we read:

"The Berean Baptist Sunday School and church will go to Mountain Park on Wednesday, July 21, for their annual excursion and basket picnic. All are cordially invited to go with them. The school here will be joined by the Sunday-schools of Jermyn, Archibald, Peckville and Olyphant, and the train which leaves here at 8:30 a.m. will make the necessary stops at those stations. The fare from Carbondale will be $1.25; for children under 12 years, 90 cents." *(The Journal*, July 15, 1886, p. 3)

In early August (possibly late July), 1887, the Pittston German Sunday-school traveled to Mountain Park for a picnic. A cloudburst took place during the picnic, and Mary Quinn, a girl of 16 or 17 years, was drowned as she was making an effort to return to the rail cars for shelter. The details on this tragic accident were published in the following article in *The Journal* of August 4, 1887, as follows:

"DROWNED AT MOUNTAIN PARK. / The Pittston German Sunday-school had a pic-nic at Mountain Park and the picnickers found themselves in a sorry plight. The suddenness and violence of the storm caught them unawares and in vain they sought for shelter. A few only, who managed to reach the cars on the siding before the storm fairly set in, escaped the drenching. The rest were wet through. The Park was simply flooded, the water rushing down the hillside in cataracts and streams—flooding the lower portion of the park to the depth of several feet and invading all places of shelter. The women and children were terrified and their alarm was increased ten-fold by a sad and unfortunate drowning accident, by which Mary Quinn, a girl some 16 or 17 years, residing at Georgetown, lost her life. In company with one or two

companions she had gone up the mountain after huckleberries earlier in the day, and when the storm came on was in the vicinity of the park. In the very height of the deluge she essayed to make her way to the cars that stood on the siding above the park. Just beyond the ice house is a gulley or small ravine, some 14 feet deep. It was filled to the brim with water, and in the blinding storm the poor girl did not notice it, and thinking it was solid ground, covered as all the rest of the ground was, with water, she walked right into the ravine, and before any assistance could arrive she was drowned. P. Detro, the engineer of the train and a man from Pittston plunged into the stream and after three quarters of an hour's search found the body. It was later carried to the girl's home. / The floods that swept down the mountain washed out the track of the L. & S. R. R. in half a dozen places between the Empire and the park. At the Empire a large volume of water rushed down the hillside, washed out the tracks, swept away the watchman's shanty near the breaker and flooded all the lands lying in the hollow. It was thus impossible to get the pic-nic train down the mountain and at 11 o'clock last night the picnickers were still supposed to be imprisoned at the park, though it was understood that an effort was being made to send a train up from Penn Haven, to bring the party down to that point and get them home on the L. & V. tracks. / The printers' excursion train from Farview was also waybound somewhere in the vicinity of Pittston. The L. V. road had a train at Pleasant Valley waiting for them and when they reached there about 9 o'clock were ready to bring them home, but it was 10 30 before the train reached this city." *(The Journal*, August 4, 1887, p. 3)

On August 29, 1892, over four hundred persons from Carbondale went with the joint excursion of the Catholic Mutual Benevolent Association to Mountain Park. As the excursion cars traveled south, more and more cars were added to the train. When the excursion arrived at the park, there were in the train about a dozen rail cars, carrying about 4,000 persons. Here is the account of this outing that was published in the *Carbondale Leader* of August 30, 1892:

"YESTERDAY'S EXCURSIONS. / Over Four Hundred Went from Here to Mountain Park. / Over four hundred persons went from this city yesterday with the joint excursion of the Catholic Mutual Benevolent association of this region to Mountain Park. At Jermyn and Mayfield several hundred more joined the party which, before the train reached Scranton, filled about a dozen cars. The crowd at the park numbered about 4,000 and was the largest held at that resort this season. / It was a representative gathering and contained men prominent in various walks of life from every town in the Wyoming and Lackawanna valleys. It was a jovial crowd and good feeling and enjoyment reigned supreme during the day. / What might have proven a serious accident occurred about nine o'clock in the morning. As one of the trains was ascending the steep grade from Ashley to Mountain park a coupling broke and four passenger coaches started down the grade. The prompt application of the brakes, however, brought them to a standstill. / Every excursion ticket purchased entitled the buyer to a chance on the prize of $50 offered. This was won by Joseph Muldoon, of Jermyn. . . *(Carbondale Leader*, August 30, 1892, p. 4)

A grand Labor Day observance took place at Mountain Park on September 5, 1892, when more than 10,000 persons converged on the park. In the afternoon, a wide array of distinguished speakers addressed the crowd, mostly on labor-related topics. Here is the account of this outing that was published in the *Carbondale Leader* of September 6, 1892:

"AT MOUNTAIN PARK. 10,000 Workingmen Meet to Celebrate Labor Day. / Over 10,000 people attended the picnic which was held at Mountain Park yesterday in observance of Labor Day. It was a grand affair and was most successful, nothing happening to mar the pleasure of the number that attended, except the rain which did not start until 3 o'clock in the afternoon. During the morning the thousands present enjoyed themselves with the many amusements which are to be found at this popular resort. Everybody enjoyed themselves and Labor's outing of 1892 was the most successful held since Labor Day became a holiday. The speech-making began at 2 o'clock, one hour earlier than announced, in order to give David Lynch of Homestead an opportunity of speaking and catching a train for home. / District Master Workman M. J. Moran of Archbald, called the assemblage to order and introduced Mr. Lynch. The gentleman spoke for about fifteen minutes, reviewing the condition of affairs at Homestead and giving an account of the causes which led to the strike. He proved by good, sound argument, that the men were justified in the action. He appealed on behalf of those men for assistance in order that they would be sustained in the noble struggle in which they are engaged, as he said they were striving for the cause of labor, not alone in Homestead, but throughout the state. He also gave assurance to those present that the ranks of the Amalgamated association were just as solid today as it was when the strike was inaugurated. His remarks created a favorable impression and were warmly applauded. / The Hon. M. T. Burke of Carbondale followed in an excellent address. He spoke of the lack of organization among workingmen and counseled them to organize for their mutual benefit and protection. He next gave a review of how legislation is enacted in Harrisburg and counseled the workingmen to send none to the legislature except men who had the interest of labor at heart. He also advised the men as soon as possible after the organization of the assembly to petition their representatives to have laws enacted which would forever do away with Pinkertonism in Pennsylvania. / D. J. Campbell, ex-district master workman of District Assembly 16, was the next speaker. Mr. Campbell said that he had left his home and business to attend this gathering, actuated by the same motives which prompted the workingmen to attend. / A. W. Wright of the general executive board of the Knights of Labor then made a lengthy speech which was listened to with marked attention and during the delivery of which he was highly applauded. / The Hon. W. H. Hines, the Democratic candidate for congress in the Twelfth District, followed Mr. Wright. Mr. Hines delivered a vigorous and eloquent speech." *(Carbondale Leader,* September 6, 1892, p. 2)

Excursions to Niagara Falls:

On October 8, 1878, an excursion to Niagara Falls, hosted by the Erie Railway Co., from Albany, from Carbondale, and from Scranton took place “to signalize and celebrate the

important event of the completion of the laying of the *third* rail upon their [Erie] road East to Susquehanna." Tickets for the round trip, from Carbondale, were $5.00, with hotel accommodations at $2 per day at Niagara Falls. In the *Carbondale Advance* of October 5, 1878, we read:

"A Grand Excursion! / From Carbondale to Niagara Falls—Tickets only $5. / On Tuesday next, the Erie Railway Co. propose to run an excursion from Albany, from Carbondale, and from Scranton to Niagara Falls, to signalize and celebrate the important event of the completion of the laying of the *third* rail upon their road East to Susquehanna. Tickets from Carbondale for the round trip have been placed a $5—being about one third of the usual rate. Hotel accommodations at Niagara have been engaged for the party at $2 per day, and other special rates secured for the excursionists in visiting points of interest." *(Carbondale Advance,* October 5, 1878, p. 3)

One week later, in the *Carbondale Advance,* a grand excursion to Niagara Falls, under the auspices of the Methodist Episcopal Church of Honesdale was announced for October 22-25, 1878, with round-trip rail transportation, two nights' lodging, and all admissions at Niagara Falls to cost $7.00. Here are the details on this excursion:

"GRAND EXCURSION / TO / NIAGARA FALLS / Under the Auspices of the / Honesdale, Pa., M. E. Church, / October 22d, 23d and 24th, 1878 / Tickets good, if desired, to the 25th.—Tickets for the round trip, including two nights' lodging at the Falls, admission to Goat Island, Luna Island, Biddle Staircase, Terrapin Point and the Three Sisters, which affords a complete view of the American and Canadian or Horse Shoe Falls and Rapids, both above and below, from Honesdale and all intermediate points on the Branch and on Main Line to Susquehanna, and also on the Jefferson Branch from Carbondale and all stations to Susquehanna. **/ SEVEN DOLLARS. /** The excursion will run on the time of No. 1, leaving Lackawaxen at 1 P.M.; Susquehanna at 4 P.M. Special trains will run over the Honesdale and Jefferson Branches, to connect with No. 1 going and No. 8 returning. The train will leave Honesdale about 11 A. M., and Carbondale about –A. M. Returning will leave the Falls, Oct. 24th, at 7:20 A.M., on time of No. 8, giving excursionists two nights and one day at the Falls. Or if any part of the company prefer, they can stop over night at Buffalo, where good accommodations will be provided for lodging. . . / Carbondale Committee—Rev. S. Moore, Rev. H. P. Hathaway, M. E. Johnson, Pascoe & Scurry, P. Butler. / Any further information will be given by addressing / A. J. VAN CLEFT, Pastor." *(Carbondale Advance,* October 12, 1878, p. 3)

The popularity of Niagara Falls as an excursion destination continued well into the 1880s. On October 9, 1885, "the cheapest excursion ever run from this section of the State" to Niagara Falls left Carbondale at 8 A.M. and arrived there at 7 P.M. the same day. The remarkable details on this excursion are stated in the notice that was published in the *Carbondale Leader* of October 6, 1885:

“Niagara for $3.50. / Probably the cheapest excursion ever run from this section of the State will be run on Friday to Niagara Falls by the Erie Railway Company. The train will leave Carbondale at 8 a.m., and arrive at the Falls the same evening at 7 o’clock, leaving Niagara the next evening at 5,--thus affording a whole day to see the grandeur of that world renowned resort. Parties desiring to remain over Sunday there may do so by paying $2.00 at that office, for which they will receive a ticket allowing them to return on any train Monday. The hotels at the Falls have furnished special figures for the excursionists, and as the parks on the American side are now free, a person of very limited means may now take in the full benefits for very little money. The tickets for this trip will be sold for $3.50 from all stations on the Carbondale branch and $4.00 from places on the Honesdale branch.” *(Carbondale Leader,* October 6, 1885, p. 4)

On Saturday, January 28, 1888, an excursion via the Erie, to Niagara Falls, to see the Ice Bridge there, was available from Carbondale, with the round trip from Carbondale to cost $6.50. Here are the details as noted in the January 26, 1888 issue of *The Journal:*

"Excursion to See Niagara Falls Ice Bridge. / A popular Excursion to see frozen Niagara and its wonders in ice architecture has been arranged for Saturday, Jan'y 28th, from nearly all points on the line of the Erie. The marvelous structure of ice which spans the waters of the Niagara from shore to shore, forming the third in the series of bridges affording communication between the residents of Uncle Sam's and the Queen's dominions, is well worthy of a visit and when you can see the wonderful sight with as small an outlay of time and money and with the luxurious surroundings afforded by the Erie's excursion on the above date, it would seem as though every seat and berth in the fast express to Niagara Falls must be filled. Excursionists are taken west on the 'Limited Express' train No. 5 and are returned by the 'New York Express' train No. 12, thus assuring them of quick time and superior accommodations both ways. By notifying the company's agents in advance, berths or sections in the Pullman Buffet Sleeping Coaches attached to these trains may be reserved for the use of excursionists. Arriving at the Falls at 7:00 a.m. Sunday and leaving at 3:30 p. m. the same day the tourist is enabled to take in the sights with 'no loss of business hours,' the return home being made at an early hour Monday morning. / The rate of fare from Carbondale is $6.50 for the round trip and there is no extra expense for sight-seeing at the Falls. For further and more complete particulars inquire of the nearest Erie agent." *(The Journal*, January 26, 1888, p. 3)

Over 300 tickets were sold in Carbondale for the excursion to Niagara Falls on Saturday, July 25, 1891. As the excursion moved north from Carbondale, additional tickets were sold. Ultimately, the excursion consisted of twenty cars, which were run in three sections to Niagara Falls. The details on this remarkable excursion were published in the *Carbondale Leader* of July 27, 1891, as follows:

"THREE HUNDRED EXCURSIONISTS. A Big Crowd Spends Sunday at Niagara Falls. / The excursion that left this city on Saturday evening for Niagara Falls was a surprise to even those who prophesied a big crowd of pleasure seekers. A full coach of people came from down the valley at six o'clock and a dozen persons arrived on the last gravity train from Wayne county. The railroad managers had placed the maximum number from this station at 100 and sent that number of tickets, but Station Agent Baker knew that the crowd would be larger and telegraphed in time for 100 more. When the windows of the ticket office were thrown open a good deal of tall hustling was required to supply the great jam with tickets. The 200 printed tickets were sold, and yet the pushing, wriggling crowd seemed no smaller. / Then as fast as two men could write the names of the stations in the tickets and another could deal them out and take the money they were seized by the hands at the window. When the count was made 301 pasteboards had been sold, adding $903 to the company's exchequer. Then it was found that the seven cars which were thought ample were found insufficient and another was added, and the train pulled out a few minutes after seven for Susquehanna. Eleven passengers were taken on at Forest City and a few at each station on the Jefferson Division. On the main line the twenty coaches were run in three sections. / The ride was pretty long and there were, as usual on such occasions, obnoxious characters, but there were no accidents and the journey was made without special incident. The party arrived home at three o'clock this morning, the down-the-valley contingent being taken home immediately by a special train on the Ontario Railroad." *(Carbondale Leader*, July 27, 1891, p. 4)

Excursion to New York and the sea:

New York and the sea shore were also a popular excursion destination. Here are the details on the excursion to New York and the sea shore on July 2, 1880 that was hosted by St. David's Church and the Hyde Park Masonic Lodge:

"The Excursion to the Sea. / The excursion to New York and the sea shore, under the auspices of St. David's Church and Hyde Park Masonic Lodge, will doubtless be very largely attended on the 2d of next month. The weather is exactly the kind to suggest sea breezes and surf bathing as most delightful and health giving. Very low excursion rates have been secured on the D. & H. R. R. to Scranton, as follows: From Carbondale and Jermyn, return tickets 50c; from Archbald, Peckville and Olyphant, 40c. A special train will leave for Carbondale on the return of the excursion, July 6th. / The St. David's Ladies Aid Society will provide a variety of refreshments on the train at moderate prices. / It has been found impossible to secure a special train on the D. L. & W. R. R. from Nicholson on the morning of the excursion. On the return trip the regular train will afford a good connection. / The *Excursionist* will be published on Saturday, and gives full particulars. The managers look for a large number of excursionists from Tunkhannock and other points on the Lehigh Valley Railroad. The morning train makes connection with the excursion at Wilkes-Barre. The boat from Plymouth and Nanticoke will also connect. / No better

excursion, or one combining so many advantages, will be offered this season. Pack your valise and go." *(Scranton Republican,* June 25, 1880, p. 3)

An excursion, in two sections, the first on August 9, 1880, and the second on September 6, 1880, to New York City, Coney Island, Long Branch, and Ocean Grove, via the D. L. & W. Railroad, the excursion under the auspices of the Hyde Park Methodist Episcopal Church, Scranton, and the Ross Street Methodist Episcopal Church of Wilkes-Barre, was announced in the *Carbondale Advance* of July 31, 1880.

Those joining the excursion from the line of the D&H were offered low rates from Honesdale to Scranton and return, and from Carbondale and Jermyn and return.

Here is the announcement of the excursion that was published in the *Carbondale Advance* of July 31, 1880, p. 2:



GRAND

UNION EXCURSION!

—TO—

NEW YORK CITY,

CONEY ISLAND,

Long Branch and Ocean Grove,

VIA D. L. & W. RAILROAD,

Under the auspices of the Hyde Park M. E. Church, Scranton, and Ross St. M. E. Church, Wilkes-Barre.

FIRST SECTION!

Monday, Aug. 9, 1880

(Returning, leave New York 8:20 a. m., Aug. 14.)

TICKETS GOOD FOR THE ENTIRE WEEK.

Fare from Kinston, Scranton, and Intermediate Stations:

To New York and return	$3.40
To New York, Coney Island, and return	3.75
To New York, Long Branch, and return	4.00
Full Ticket, including all the above	4.25

Children occupying seats with parents, free—otherwise regular fare.

Those joining the excursion from the line of the D. & H. Railroad will be favored with the following low rates: Honesdale to Scranton and return, $1.20; Carbondale and Jermyn, 50 cents.

THE TRIP TO LONG BRANCH

will be by the Mammoth Steamer *Plymouth Rock;* to Coney Island by the popular *Morrissania*, both of the regular line, but by special courtesy of the proprietors these tickets will be good going or returning at any time during the week. This will be very advantageous to those desiring to visit Ocean Grove, the round trip from Long Branch to that celebrated resort being only 35 cents.

By careful contract rooms are secured at good hotels for a thousand persons, at 50 cents each, where two occupy the same bed—one in a room, 75 cents.

Rooms with board at the Grand Central (now, under its new management, the best hotel in the city) $2.50 per day.

Full Directory of all needed information will be given each excursionist on the train, August 9th.

☞ TICKETS ON SALE AT HENRY B. JADWIN'S, CARBONDALE, PA.

For further information address R. G. BROOKS, Cor. Secretary, Hyde Park, Pa.

SECOND SECTION, SEPT. 6.

Also one to NIAGARA FALLS, about the last of September, or the first of October.

". . . Those joining the excursion from the line of the D. & H. Railroad will be favored with the following low rates: Honesdale to Scranton and return, $1.20; Carbondale and Jermyn, 50 cents. . . TICKETS ON SALE AT HENRY B. JADWIN'S, CARBONDALE, PA. . ."

An excursion to New York, hosted by the Penn Avenue Baptist Church of Scranton, August 9-13, departing from Scranton, via the D. L. & W. Railroad, was announced in the *Carbondale Leader* of August 5, 1881. Those who purchased tickets for the excursion in Carbondale or any of the other stations on the D&H line between Carbondale and Scranton were entitled to travel to Scranton at no extra charge, the round trip fare from Scranton and from Carbondale and all intermediate points, to be $3.50.

Here is the announcement of the excursion that was published in the *Carbondale Leader* of August 5, 1881:

"**EXCURSION TO NEW YORK. /** The Penn Avenue Baptist church, of Scranton, have arranged for a grand excursion to New York and return over the D. L. & W. Railroad, which will leave Scranton Tuesday, August 9th at 9:40 A. M., returning Saturday. / This excursion will be under the special supervision of the pastor, Rev. David Spencer, who having traveled extensively will utilize his experience for the benefit and comfort of the excursionists. Magnificent moonlight nights may be expected during the whole excursion, as the moon will be full on Tuesday, August 9. / An arrangement with the D. & H. C. Co. has been made by the managers of the excursion, whereby purchasers of tickets may go from Carbondale and other stations on the road without further charge. The fare from Scranton is $3.50 for round trip; and by this arrangement the same from Carbondale and intermediate points." *(Carbondale Leader,* August 5, 1881, p. 4)

A month later, another Grand Union Excursion to New York, this one under the management of Revs. Van Schoick and Crydenwise, was announced, with departure to take place on September 6, from Scranton. In the September 2, 1881 issue of the *Carbondale Leader,* the following reminder to Carbondale travelers who might be interested in going on the excursion was published:

"**THE GRAND UNION EXCURSION. /** Public expectation and interest regarding the Grand Union Excursion to New York and the sea shore was never greater than now as the time draws near for the great party to leave for their delightful journey. Revs. Van Schoick and Crydenwise, the indefatigable managers, are leaving no effort untried and are sparing no pains and expense to make the trip in all respects superior to any and all that has ever been run under their direction. / The excursion will be over the D. L. & W. R. R., which with its double track and short route, makes the quickest, safest and most delightful of all the lines from this section to the seaboard. The day trips out of New York have been planned with an eye to the utmost of safety and sight-seeing. The trips to Coney Island through New York Harbor and bay, will be by the new iron steamboats, as well as the splendid trip to Long Branch and Ocean Grove. / Remember that the excursion train leaves Carbondale at 8:20 A. M., next Tuesday, Sept. 6." (*Carbondale Leader,* September 2, 1881, p. 4)

The many summer and vacation destinations available to the tourist via the D&H in upstate New York and Canada are the subject of the following announcement that was published in the June 3, 1890 issue of the *Carbondale Leader:*

"POPULAR VACATION RESORTS. / Places That Are Reached by the Delaware & Hudson Lines. / At this season of the year many people are scanning the papers and studying maps and time-tables to discover and decide upon the best routes to the various summer resorts, and how and where the most enjoyment and recreation can be had for the least expenditure of time and money. The desirable localities are so numerous and the railroads and steamboats offer such abundant facilities for reaching them that the tourist is much puzzled to decide just where to go. / For people residing in this section the localities along the line of the D. & H. C. Co's road offer special inducements. They are easily and cheaply reached, and they are sufficiently varied in attractiveness to suit every taste. They are furthermore in a northerly direction where cool and salubrious atmosphere with its healthy conditions, even in the hottest month, is assured. / Along the line of the Albany and Susquehanna division and its connections numerous desirable places may be found in which to spend the heated term; but those who wish to get farther away toward the regions of the North will find on the Saratoga and Champlain divisions the finest scenery, the most invigorating waters, and the most salubrious atmosphere this county produces. Round Lake for religious and mental pabulum; Saratoga for fashion in all its variegated phases, with races and regattas, and the more solid recreation in many forms; the glorious lakes Champlain, George, Placid, and the noble Hudson which takes its rise in the North Woods of the Adirondacks—all these present a galaxy of charming resorts not to be found elsewhere in the same belt of country and so easy of access for people of this region. / Then, too, if not satiated with these, the tourist may continue the journey to Montreal down the St. Lawrence to Quebec and other points of interest; making a trip worth remembering for a lifetime. / Parties desiring more explicit and detailed information of the points described, and the way to reach them, may obtain the same by addressing J. W. Burdick, Gen. Passenger Agt. D. & H. C. Co., Albany, N. Y." *(Carbondale Leader,* June 3, 1890, p. 3)

New through trains from Carbondale to New York City were announced in the *Carbondale Leader* of October 31, 1899, as follows:

“NEW D. & H. MOVEMENTS. . . / NEW YORK TRAFFIC. / The impending changes in passenger traffic to be inaugurated by the D. & H. will do away with the transfer of passengers and baggage to the Lehigh Valley road, unless the passengers prefer that route. The old connecting trains will run about as usual, and the transfers will probably be made at South Wilkes-Barre. To run through trains from Carbondale to New York city, leaving the former at 9 a. m., and Scranton at 9:40 will give a quick service to New York, arriving at 3 p. m. The other extra will leave Carbondale about 1:20, and Scranton at 2 p. m., giving a quick run to New York, arriving at 7 p. m.” *(Carbondale Leader,* October 31, 1899, p. 2)

Olyphant, PA: Maple Grove:

The Irish Nationalists of Lackawanna County held a picnic at Maple Grove, Olyphant, on Thursday, September 10, 1885. A large portion of the 3,000 persons that attended the picnic were from Scranton, but there were surely persons from Carbondale who took the D&H to Olyphant in order to attend the picnic. In the *Carbondale Leader* of September 15, 1885, we read:

"THE IRISH NATIONALISTS' PICNIC. / The picnic of the Irish Nationalists of Lackawanna county in Maple Grove, Olyphant, on Thursday last was attended by about 3,000 persons, a large portion of them being Scrantonians. General Kerwin, of New York, who served in the Union Army and who is editor and proprietor of the *Catholic Tablet,* delivered an effective address in the afternoon. He spoke in favor of upholding the Parnellite party in Ireland. His remarks were greeted with much enthusiasm. Hon. A. F. McNulty, of Olyphant, was the chairman. He made brief speeches both before and after Gen. Kerwin's address. Notwithstanding the unsuitable weather the picnic was a financial success." *(Carbondale Leader,* September 15, 1885, p. 4)

Philadelphia:

An excursion from Scranton via the D. L. & W. R. R. to Philadelphia, under the management of the Young Men's Christian Association, was announced for August 10, 1880 in the August 7, 1890 issue of the *Carbondale Advance.* Tickets were offered for sale at Honesdale and at the stations of the D. & H. and L. & S. Railroads. In the ad it was announced that:

. . Ample time will be given to visit the Seashore at Cape May or Atlantic City, for which reduced rates have been secured, the Permanent Exhibition, the Park with its military encampment of Three Brigades of the National Guard of Pennsylvania. . . / The forthcoming encampment at Philadelphia will present the finest military display seen in this country since the war./ This excursion is designed to furnish an opportunity to the many friends of the Ninth and Thirteenth Regiments to visit the boys in camp, and witness the Grand Review and other military pageants. / . . . Tickets for sale at Honesdale and stations on the D. & H. and L. & S. Railroads from Carbondale to Ashley, at other usual places. . ." *(Carbondale Advance,* August 7, 1890, p. 3)

Here is the complete ad:

PHILADELPHIA & RETURN

FOR $3.50.

An Excursion

TO PHILADELPHIA,

Under the Management of the Young Men's Christian Association.

Will leave SCRANTON, via the L. & S. R. R., on

TUESDAY, AUG. 10,

at 11:20 a. m., arriving in Philadelphia about 5 p. m. Returning leave Philadelphia on **Saturday, Aug. 14th**, at 9:45 a. m., arriving in Scranton at 5 p. m.

Ample time will be given to visit the Seashore at Cape May or Atlantic City, for which reduced rates have been secured, the Permanent Exhibition, the Park with its military encampment of Three Brigades of the National Guard of Pennsylvania, the Zoological Gardens, the finest in the United States, the Girard College, and the thousand and one attractions of the Metropolis of Pennsylvania.

The forthcoming encampment at Philadelphia will present the finest military display seen in this country since the war.

This Excursion is designed to furnish an opportunity to the many friends of the Ninth and Thirteenth Regiments to visit the boys in camp, and witness the Grand Review and other military pageants.

Fare for the Round Trip only $3.50.

☞ Tickets for sale at Honesdale and stations on the D. & H. and L. & S. Railroads from Carbondale to Ashley, at other usual places, and from the following Committee:—G. F. Reynolds, H. C. Cornell, W. T. Hackett, S. P. McDivitt, James H. Torrey.

Reduced rates have been secured at good hotels in Philadelphia as follows:

Rooms per day, 50 cents and upwards.

Rooms and board, $1.25 to $2.50.

Accommodations at the St. Elmo for 200, at $1.50 for room and board.

Fare to Atlantic City and return, 50 cents; to Cape May and return, $1.00, either by steamer or rail.

For particulars on these points and excursion rates to Scranton and return, see small bills.

In the issue of the *Carbondale Advance* of August 14, 1880, p. 3, there is a piece, titled "The Excursionists," in which the names of the people who purchased tickets, at Jadwin's in Carbondale, for the Philadelphia excursion, announced in the ad immediately above, and also those who purchased tickets for the Grand Union excursion to New York and the Sea, described above, on August 9 and September 6, are listed. Here is that piece from the August 14, 1880 issue of the *Carbondale Advance:*

"The Excursionists. / The Grand Union Excursion to New York, Coney Island, &c., advertised in our columns for two weeks past, left Scranton on Monday morning in charge of Messrs. Van Schoick and Crydenwise. We believe about thirty tickets were sold here by Mr. H. B. Jadwin. Among the purchasers were the following: Messrs. W. Burr, P. C. Gritman, T. R. Lathrope, S. E. Raynor, Mrs. Raynor and daughters, Fannie and Gertrude, Joseph Alexander, Sen., Miss Kate Alexander, John S. Jadwin, James J. Davis, Henry Carter, John Moon, M. J. Norton, Lehman Carey, H. Sahm, Miss Sarah Gerrond, Misses Amelia and Louisa Davies, E. Reese, Mrs. John Kilpatrick and daughter, & c. / By the Y. M. C. A. Excursion to Philadelphia [August 10, 1880] were Hon. J. B. Van Bergen, Robert B. Van Bergen, R. Manville, D. Yarrington, Esq., F. Elbrecht, and Mrs. Elbrecht."

San Francisco, CA:

Round trip tickets to the National Encampment of the Grand Army of the Republic in San Francisco, beginning on August 3, 1886, were available for $75. In *The Journal* of July 15, 1886, we read:

"The National encampment of the Grand Army of the Republic will be held in San Francisco, commencing Aug. 3d. Round trip tickets from Scranton, good westward to July 25th, and return until Nov. 30th, are being sold for $75." *(The Journal,* July 15, 1886, p. 3)

Excursions to Scranton:

Rail travel to the State Fair in Scranton, 1871: Most of the railroads in northeastern Pennsylvania offered greatly reduced travel rates to the State Fair and/or sold tickets with coupons admitting the holder to the fair grounds without extra charge.

The following promotional article about the State Fair, which began September 19, 1871, was published in the *Carbondale Advance* of August 26, 1871:

“The State Fair. / The policy of the Pennsylvania State Agricultural Society is to make choice of a location for holding its Exhibition, and make an arrangement for its second show at the same point, so that each portion of the State shall have the opportunity of witnessing the progress in Agriculture, Horticulture and Cognate Industries in its own and from other portions of our Commonwealth. In pursuance of this plan, Scranton is again the location for the coming Fair. To give Exhibitors every opportunity for the display of their productions or articles a carefully prepared and large space of ground has been enclosed, abundantly supplied with water, easy access to any part of the city of Scranton, and surrounding towns, and upon which has been erected two halls, carefully protected from the weather, 250 x 30 feet each, one hall 175 x 45, several spacious tents, 125 horse stables, 150 cattle sheds, 50 sheep pens, 50 pens for swine, an amphitheatre with 1,000 seats, and every other arrangement for the comfort of visitors or exhibitors in every department usually represented at such shows. We advise all—but especially those who have never seen the operations in a great coal and iron district, to visit Scranton and the State Fair, which commences on Tuesday, the 19th day of September, 1871. A very considerable exhibition of recently imported stock will be in attendance.” *(Carbondale Advance,* August 26, 1871, p. 3)

A special train from Carbondale to Scranton was made available by D&H Superintendent Manville for persons interested in attending the lecture by D&H President, Thomas Dickson, at the YMCA in November, 1874. An announcement regarding this special train from Carbondale was published in the *Carbondale Advance* of November 14, 1874:

"**Mr. Dickson's Lecture. /** The special train will leave this city at 5:00 p. m., and return after the lecture. Mr. Manville, the gentlemanly superintendent, has consented to run this special train, on account of the interest he takes in the Y. M. C. A. / Tickets for reserved seats can be obtained at the office of J. B. Van Bergen, Esq., if called for before 12 o'clock m. [sic], of Monday. / Fare for the round trip 60 cents." (*Carbondale Advance,* November 14, 1874, p. 3)

A special train from Carbondale to Scranton and return was made available by the D&H for those persons from Carbondale who wished to attend the funeral of Harry Dickson, to be held at the Dickson mansion in Scranton. About one hundred persons from Carbondale attended the funeral. In the *Carbondale Leader* of January 16, 1875, we read:

"About one hundred people from this city attended the funeral of Harry Dickson last Sunday. The services were held at the spacious mansion of Mr. Dickson in Scranton. A special train left here at 1:15 P. M. and returned between four and five o'clock." (*Carbondale Leader*, January 16, 1875, p. 3)

The D&H offered excursion tickets on the regular DH passenger trains for those from Carbondale who wished to attend the Knights Templar celebration May 31—June 2, in Scranton. Here is the announcement about these excursion tickets that was published in the *Carbondale Advance* of May 28, 1881:

"Excursion Trains Next Week. / We are informed that the Del. & Hud. C. Co. will sell Excursion tickets on their regular passenger trains, to those that wish to participate in the Knight Templar's celebration at Scranton. Such tickets will be sold May 31st, and June 1st and 2d." *(Carbondale Advance*, May 28, 1881, p. 3)

Rail travel to the Lackawanna County Fair in Scranton, 1881: As was the case when the State Fair was held in Scranton (see above), most of the railroads in northeastern Pennsylvania offered greatly reduced travel rates to the Lackawanna County Fair and/or sold tickets with coupons admitting the holder to the fair grounds without extra charge.

An article in which the first annual fair of the Lackawanna County Agricultural Association, to take place September 27-30, 1881, was published in the *Carbondale Advance* of Saturday, August 27, 1881, p. 3

"LACKAWANNA COUNTY FAIR. / The first annual fair of the Lackawanna County Agricultural Association will be held on their grounds in this city on the 27th, 28th, 29th and 30th of September. At this exhibition $5,014.00 will be offered in premiums, and distributed among the various departments as to attract the attention of manufacturers, agriculturists, stockmen and horticulturists. The following are the amount of premiums assigned to each department, and the names of the judges selected to act during the fair, on which occasion it may confidently expected that the display will be the finest ever witnessed at a county fair in this portion of the State, as no effort will be spared on the part of the officers and management to make it a grand success. . . / Group 5—Poultry Department—Premiums $256. Superintendent, R. M. Lindsly, Scranton; Judges, John Robertson, Frank Jermyn, Charles R. Smith, John H. Phelps, C. C. Carmalt, Scranton. . . / The Association, in the supplement to Department No. 1, and Class 32, offers $1,000 in purses for trotting horses. / The following persons have been appointed Marshals to act during the fair / Hon. A. I Ackerly, Simon Kennedy, Dr. George Throop, Thomas A. Black, J. W. Boice, Patrick Jordan, Thomas Reynolds, Andrew Lord, John J. O'Boyle, Westcott Stone, B. F. Reese, A. L. Eoote, John B. Seamans, Fred. Stevens, J. J. Jermyn, Thos. G. Smith, J. C. Gardner, James O'Neill." *(Carbondale Advance,* Saturday, August 27, 1881, p. 3)

A very detailed premium list was published in the September 16, 1881 issue of the *Carbondale Leader*, p. 4. Poultry were shown in Group 5, Class 21, with a premium of $3 for first place and $1.50 for second place. Subclasses 164-217 were for poultry (including bantam and standard chickens, turkeys, Guinea fowl, Pea fowl, pheasants, geese, and ducks) and pigeons (in seven subclasses).

On Saturday. September 16, 1882, a series of races took place at the Lackawanna Agricultural Society's park in which Elsa Von Blumen, a female bicyclist, raced against trotting and running horses. Here is the account of those races that was published in the *Carbondale Advance* of September 23, 1882:

"Saturday's Races. / A large crowd assembled at the Lackawanna Agricultural Society's park Saturday afternoon to witness the races of Elsa Von Blumen, the female bicyclist against trotting and running horses. The crowd was quite good natured and they gallantly clapped when at three o'clock Miss Von Blumen came upon the track in silver gray blouse and long trowsers of the same shade. She had a jaunty air upon her wheel and she made a favorable first impression. / The ball was opened by a little run against time in which Miss Von Blumen did some pretty work running around the track at a smashing pace and finishing the mile in 4:19 according to the official time, though the time was given at 4:10 by individuals on the track who held stop watches. / The second was a race against Silkman's trotting horse Tom, the horse to go one and one-half miles against the woman's mile. Miss Von Blumen easily came in ahead. / The third race against Mr. J. E. Carmalt's trotter. The horse to make a mile against three-quarters of a mile a bicyclist. The race Miss Von Blumen won, as well as the fourth race, in which she was pitted against Dr. G. E. Hill's running mustang. She made three-quarters before the runners came into the mile-post, and was heartily applauded. / At the conclusion of these races, a bicycle race, which had been arranged by local riders of the wheel, was entered. Ed. Wade, C. P. Davidson and Charles Mannes, of Scranton, Will Rockwell, of Providence, and J. G. Carpenter, of Wilkes-Barre, were entered. The boys started off in good style and entered upon the work with a vim which showed that each was determined to win. At the finish they came in in the following order: Ed. Wade, first; Will Rockwell, second; J. G. Carpenter, third; Frank Davidson, fourth; and Charles Mannes bringing up the rear. / Good feeling prevailed throughout, and every attendant was pleased with the enjoyment." (*Carbondale Advance,* September 23, 1882, p. 3)

In the October 6, 1882 issue of the *Carbondale Leader,* p. 2, there is an article titled "THE COUNTY FAIR," in which some of the exhibits 'from this section of country' are listed. Therein we read: "R. W. Taylor, Carbondale—Spring tooth harrow, Chief hay rake. . . / Jones, Simpson & Co., Archbald—the 'petrified remains of the first settler of Lackawanna county' . . ."

An article in which the 1883 Lackawanna County Fair County is promoted was published in the *Carbondale Advance* of September 15, 1883, p. 3, as follows:

"The County Fair. / During the past week, the management of the Lackawanna Agricultural Society has completed most perfect arrangements for the Fair of next week. The entries have never been more satisfactory than they are this year. In every department there is the fullest representation. In horses and fine-bred cattle the display promises to be exceptionally fine, while the exhibit of sheep will surpass by far, even the most sanguine hopes of the projectors. Every

noteworthy breed of wool-bearers is represented among the entries. The officers also announce a most gratifying interest in the exhibits of machinery, produce and domestic manufactures. For the prize in each of these departments there are competitors enough to awaken a real spirit of competition. / The special features, too, seem to grow in attractiveness as the Fair draws near. The races and rings will be amply supplemented by the grand display of day fire-works. It is estimated that these lone will attract at least 5,000 people to the grounds. While thus the prospect for a very large attendance is of the best, the preparations that have been made for the comfort of visitors are ample. Especial care has been taken that the stalls and booths shall be let to none but known and responsible parties, so that those who contemplate a visit to the Fair may feel assured that they will be well taken care of. / The date of the Firemen's Convention is such that those who attend the Fair will also witness the grand parade of the visiting organizations. Nearly half an hundred of the foremost companies of the East will be in line, and doubtless a large number of them will participate in the hose company contest, for which so liberal a purse is offered. This in itself will be well worth the trip to Scranton. <u>All the railroads will give greatly reduced rates, and sell tickets with coupons admitting the holder to the grounds without extra charge</u>." [emphasis added] *(Carbondale Advance,* September 15, 1883, p. 3)

Two articles about the very successful 1883 Lackawanna County Fair were published in the Carbondale Advance of September 22, 1883:

l. "The fair of the Lackawanna Agricultural Society on the well-arranged and convenient grounds near Providence was held this week, and drew a large attendance, many thousands more than last year. The exhibit in nearly all the departments was creditable, some being better and some less full than last year. Altogether the fair was a success financially and otherwise." *(Carbondale Advance,* September 22, 1883, p. 3)

2. **"The County Fair. /** We visited the Fair grounds at Providence on Thursday afternoon, and were agreeably impressed with the management and arrangement of this year's exhibition. The officers, Messrs. A. B. Stevens, James E. Carmalt and Henry P. Jacobs, certainly deserve great credit for the successful issue of their labors. . . the display of stock was unusually fine. . . / It is estimated that 20,000 people visited the grounds on Thursday, and at 4 o'clock p.m. it is calculated there were fully 15,000 people present. . . / The exhibit is larger and better than last year, and we have no doubt each succeeding year will show a marked increase in this respect." *(Carbondale Advance,* September 22, 1883, p. 3)

In an article that was published in the *Carbondale Leader* of August 15, 1885, p. 1, we read that the 1885 Lackawanna County Fair promises to be the largest in the history of the Society:

"LACKAWANNA COUNTY FAIR. / The coming Fair promises to be the largest in the history of the Society. The activity of the officers at headquarters in Library building indicates that

already entries are being made, and arrangements perfected for an exhibition on a very large scale. Fair opens on Sept. 22d and continues four days. $6000.00 in premiums will be given to successful exhibitors. Several fast horses of national reputation will compete in the races and blooded stock from the best stables and dairies in country will be on exhibition." *(Carbondale Leader,* August 25, 1885, p. 1)

The 1885 Lackawanna County Fair, we read in the *Carbondale Leader* of September 15, 1885, was expected to be the largest fair ever held in Scranton:

". . . Ex-Sheriff Stevens and Hon. D. M. Jones, the principal executive officers of the [Lackawanna County Fair] association, have succeeded in making a national reputation for the 'Lackawanna Agricultural Society,' and exhibitors from a radius of many hundred miles are anxious to exhibit their goods at this annual exhibition. This will undoubtedly be the largest fair ever held in Scranton." *(Carbondale Leader,* September 15, 1885, p.4)

The Lackawanna Agricultural Society grounds are shown below, on 1888 map of Scranton, two blocks east of the D&H station on Depot Street (which was in existence from 1873 to at least 1892) and West of the Lackawanna River. The grounds were established in or before 1881 because on September 27-30, 1881 the First Lackawanna County Agricultural Association Fair was held there. Here is the relevant section of the 1888 *Atlas of the City of Scranton and Borough of Dunmore:*

D&H passenger station, Providence

Lackawanna Agricultural Society grounds



A display ad for the ninth annual fair of the Lackawanna County Agricultural Society, held at Scranton, Tuesday—Friday, September 10-13, was published in the September 7, 1889 issue, p. 4, of the *Carbondale Leader.* At the fair, at which $6,000 in premiums were paid, **'THE WILD WEST under the management of PAWNEE BILL'** gave two entertainments daily, at 10:30 A.M. and 2:30 P.M. In the ad it is stated: "Excursion rates on railroads"

The 1889 Lackawanna County Fair was not the success that the county fairs were in the early 1880s. The weather was not favorable for the fair, and the attendance was described in the *Carbondale Leader* as “fair to middling”.

"The County Fair. / The weather was not favorable for the county fair this year, but the exhibit was about the same as for the past two years, and the attendance was 'fair to middling.' . . . / Among the finest displays at the county fair held in Scranton this week was the exhibit of teas by F. P. Price the Lackawanna avenue grocer. . . Mr. Price's exhibit was truly fine, and the old tea drinkers relished his samples served up in china cups." *(Carbondale Leader,* September 14, 1889, p. 3)

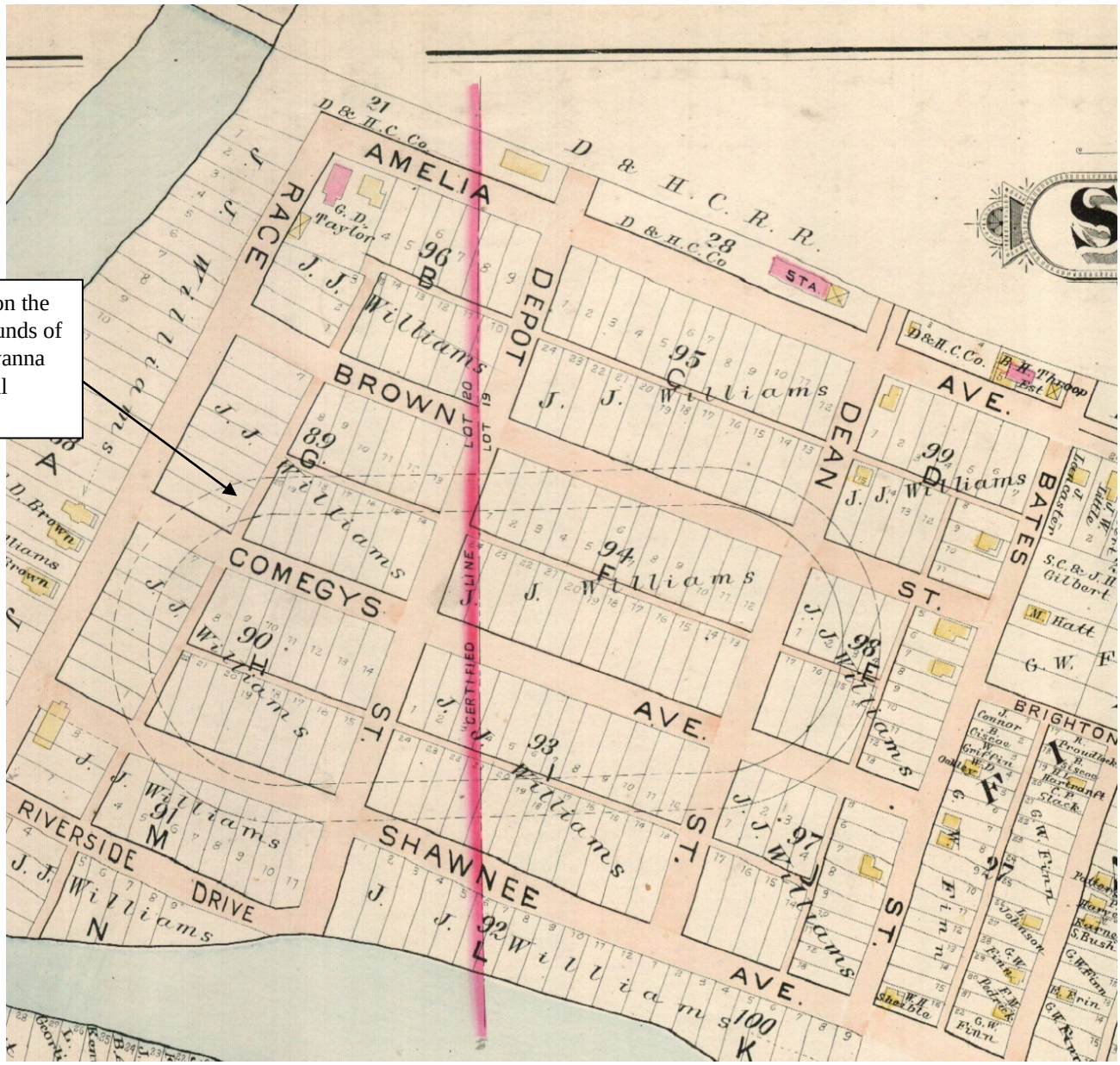
The 1892 State Fair, under the auspices of the State Agricultural Society and the Lackawanna Agricultural Society, was held at the fairgrounds in Providence in early September 1892. Here is an announcement about the fair that was published in the Carbondale Leader of August 12, 1892:

"THE STATE FAIR. / To be Held in Providence--$12,000 in Special Prizes. / Lackawanna county has been honored this year with the annual state fair, which will be held at the driving park in Providence next month. . . The fair is being held under the auspices of the State Agricultural society and the Lackawanna Agricultural society. . . Premiums in the agricultural department amounting to $5,000 are offered, and there are besides a variety of prized aggregating $5,000 in the racing department. . . In the cattle department there will be departments for Thoroughbreds, Jerseys, Devons, Holsteins, Shorthorns, Guernseys, Ayrshires, Herefords, Galloways and other recognized breeds. . . " *(Carbondale Leader,* August 12, 1892, p. 2)

A special effort was made in 1892 to have the fairgrounds in excellent condition for the opening of the fair on September 5. Special travel rates to the fair were offered by the New York, Ontario & Western Railway--and presumably the D&H as well. An effort was made to stimulate an interest among the school children to send specimens of their work for exhibition at the fair. Here is the announcement of the fair that was published in the *Carbondale Leader* of August 30, 1892:

"SPECIAL RATES TO THE FAIR. / Sixty Cents the Round Trip Price From Carbondale. / At the county fair grounds in Providence everything is activity. Workmen are busily engaged repairing the buildings and stands. When the fair opens next Monday the Driving park will present a greatly changed appearance. All of the buildings and fences have been whitewashed and now look as though they were new. The track has been put in splendid condition, and when half a dozen trotters attached to half a dozen of these new-fangled bicycle sulkies with pneumatic tires, enter into competition, all former records of the track will undoubtedly be broken, as the new sulkies are considered at least three seconds faster than the old style ones. The horses already entered for the different events give promise of some remarkably good speeding. / The Ontario railway announces reduced rates to the fair during its continuance, the round trip prices being as follows:/ Archbald…40 cents / Jermyn…45 cents / Mayfield…55 cents / White Bridge…60 cents / Carbondale…60 cents / Forest City…75 cents / Uniondale…85 cents / The fact that the state fair combines with the county fair will serve to make the attendances very large. The exhibits will soon begin to arrive, and by Saturday night will be in place. There will be exhibits from all over the state and also a number from New York. / An effort is being made to stimulate an interest among the school children to send specimens of their work for exhibition at the fair. The managers have designated Tuesday, Sept. 6, the second day of the fair as children's day, when school children will be admitted to the grounds for ten cents. / A private contributor, who is desirous to stimulate the pupils and promote the success of this work, has duplicated all the premiums to be awarded to those who are next to first best and next to second best, making the awards equivalent to two first best and two second best." *(Carbondale Leader,* August 30, 1892, p. 2)

By 1898, the Lackawanna County Fairgrounds no longer existed. The exact location of the racetrack on those fairgrounds is, however, shown, in pentimento, on the 1898 map of the *City of Scranton and Borough of Dunmore, Pennsylvania,* a detail of which is shown below.



We have not yet learned why the Lackawanna Agricultural Society Fairgrounds closed and the site converted to a residential area. I shouldn't wonder, however, if the directors of the Society were seduced by a lucrative offer from real estate developers for the Fairgrounds site.

Special trains and excursion tickets were made available to those persons in the Lackawanna and Wyoming Valleys who traveled to Scranton for the Pennsylvania State Firemen's convention and parade that were held in Scranton on Thursday, October 5, 1899. The announcement of the Firemen's convention and parade that was published in the *Carbondale Leader* of September 30, 1899, concludes with the following statement: "Everybody should take advantage of this liberal offer of the Delaware & Hudson R. R. Co., and witness the largest and grandest Firemen's parade ever held in the state of Pennsylvania." Here is the complete text of the announcement:

"D & H Trains to Convention. / On account of the Pennsylvania State Firemen's convention and parade to be held at Scranton, Thursday, October 5th, 1899, the Delaware & Hudson Co. will sell excursion tickets, and will run special trains as follows: [from Carbondale at 8:30 A. M., with stops at Mayfield, Jermyn, Archbald, Winton, Peckville, Olyphant, and Dickson; from Wilkes-Barre at 8:30 A. M., with stops at Parsons, Miners Mills, Hudson, Laflin, Yatesville, Pittston, Avoca, and Moosic. The fare from both Carbondale and Wilkes-Barre to Scranton, for adults was 50 cents, for children, 40 cents, with lesser fares for the other communities along the line on the way to Scranton.] Special train will leave Scranton for Wilkes-Barre returning, at 6:30 p.m., and for Carbondale at 6:45 p.m. / Everybody should take advantage of this liberal offer of the Delaware & Hudson R. R. Co., and witness the largest and grandest Firemen's parade ever held in the state of Pennsylvania." *(Carbondale Leader,* September 30, 1899, p. 2)

Excursion to Troy, NY:

The D&H also offered reduced-fare round trip tickets from Carbondale to Troy, NY, to those who wished to travel to Troy for the annual Convention of the Firemen of New York, August 16-19, 1887. In *The Journal* of August 18, 1887, we read:

"The Del. & Hud. Canal Co. will sell round trip tickets, Carbondale to Troy, N. Y., and return on account of the annual Convention of the Firemen of New York state to be held in that city, Aug. 16th, 17th, 18th, and 19th, at rate of $7.15 each, tickets to be good on Aug. 15, 16, 17, and 18, and for continuous passage, returning until and including Aug. 21. Rate $7.15." (*The Journal,* August 18, 1887, p. 3)

Excursion to Uniondale:

An excursion over the Jefferson Branch from Carbondale to Union Dale, the members of which were "a number of ladies and gentlemen, married and single," took place on July 8, 1874. In the account of this excursion that was published in the *Carbondale Advance* of July 14, 1874, the participants in this excursion outing, all of whom were members of the social elite of Carbondale at the time, are given. He is that account:

"Picnic Excursion to Uniondale. / Quite a number of ladies and gentlemen, married and single, left here on the morning train on the Jefferson Bench of the Erie Railway, on Wednesday last, for the purpose of enjoying a Picnic, and it was the general expression of everyone that it was one of the best we every attended. We reached Uniondale safely, and soon selected a beautiful place in the woods that seemed to be made almost for the exclusive use of Picnic parties. Then the sport began but was soon interrupted by some suggesting dinner, and we had a splendid feast. After dinner all seemed to exert themselves [to] make it pleasant for their friends. Some played ball, others strolled to the lake for a row in the boat, the little ones, and a few of the larger ones went fishing—in fact a day was never more enjoyed than was the Picnic at Uniondale. / Many thanks are due to Mr. Cole and family of that place, for no sooner had we reached the woods than that gentleman was on hand, waiting to have us say how much cream how much milk—in fact, what we wanted that we did not have, and he would soon furnish it, and he did so. He would take no remuneration as was very kind to us all. Also to Mrs. Ketcham and daughter we hereby express our many thanks, and should the opportunity ever occur to reciprocate we will cheerfully do so. / Among those present were Mr. and Mrs. W. Burr, Mr. and Mrs. R. Ottman, Mr. and Mrs. R. I. Bartlett, Mr. and Mrs. C. O. Mellen, Mr. and Mrs. James R. Lathrop, Mr. and Mrs. S. E. Raynor, Mr. and Mrs. A. Pascoe, Mr. and Mrs. J. R. Shepherd, Mr. and Mrs. Geo. D. Couch, Mr. and Mrs. Newcomb, Miss Maggie Love, Miss Minnie Love, Miss Lizzie Wurts, Mrs. Andrew Watt, Mrs. J. R. Fordham, Mrs. S. E. Bilger, Mrs. B. P. Couch, Mrs. Wm. Wurts, Mrs. George Burrell, Mrs. T. D. Bradley, Mrs. E. P. Ward, Rev. John M. Boal, Miss Mary Burr, Miss Esther Watrous, Miss Belle Gillespie, Miss Carrie Ottman, Miss Edith Baker, Miss May Bilger, Miss Till Bryan, Miss Mary Fordham, Mr. Charles Flemming, Mr. Edward Burr, Mr. Fred. Wurts, Mr. R. W. D. Bryan, Mr. Arthur Bryan, Masters Frank Burr, John Bryan, Christ. Ward, Charles Ward, Harry Bilger, Harry Bartlett, Charley Mellen, Russie Shepherd, Misses Maggie Watt, Gracie Ottman, Fannie Raynor, Gertie Raynor, Nellie Pascoe, Hattie Pascoe, Carrie Lathrop, Josie Burr." *(Carbondale Advance*, July 14, 1874, p. 3)

Excursions to Wilkes-Barre:

To travel to Wilkes-Barre on July 4, 1878, to take part in the Wyoming demonstration, the D. & H. offered the members of the Carbondale Fire department tickets at half-fare:

"The D. & H. C. Co. will charge the fire department of this city only half fare to Wilkes-Barre on July 4th, to take part in the Wyoming demonstration." (*Carbondale Advance,* June 8, 1878, p. 3)

Excursions into, out of, and through Carbondale continued well into the twentieth century. On Sunday, April 21, 1974, a D&H excursion from Hudson Yard / Plains, PA to Oneonta passed through Carbondale. Here is a photo of that excursion, by Edward S. Miller, that served as the

January page of the 1986 Railway Calendar that was published by the Lackawanna & Wyoming Valley Chapter of the National Railway Historical Society. A copy of this calendar is in the Marianne Stratford Collection of the Carbondale D&H Transportation Museum. Here is that photo, with the caption that is carries in the calendar:



Three Alco PA's, Nos. 17, 19 and 18, power a Delaware & Hudson Railway ''Penn Divison Special'' on Sunday, April 21, 1974 as it travels north along the Lackawanna River at the PA Rte. 171 overpass above Forest City, PA. The trips of April 20 and 21 gave Chapter members their first opportunity to be coach attendants on excursions between Hudson Yard, Plains, PA and Oneota, NY.

— Edward S. Miller

The D&H "Autumn Special" excursion, on its way to Oneonta, stopped in Carbondale on October 19. A newspaper clipping about this excursion is in the Marianne Stratford Collection of the Carbondale D&H Transportation Museum. Here is that photograph and the caption that accompanied it when published:



ALL ABOARD! The d&H Autumn Special will be stopping in Carbondale October 19th on its way up to Oneonta, N.Y. Why not plan o join the scenic excursion trip for a day of fun.

In addition to (1) special trains into, out of, and through Carbondale, and (2) special passenger fares for given groups traveling via the D. & H. into, out of and through Carbondale, it is also possible to list special passengers who traveled into, out of, or through Carbondale during the second half of the nineteenth century. In the section that follows, we will give first the names of

these special passengers, and follow them with the newspaper accounts of their travel into, out of, or through Carbondale.

1. **"Our Court", Mr. and Mrs. Edward Hall, Rev. and Mrs. Grow, Mrs. Leusley and daughter, and John Baker:** travel arrangements to England by John W. Wilson, agent in Carbondale for the Inman Line, on whose steamship, the "City of Paris", the Carbondaleans named here will sail from New York on June 24, 1871.

"For Merry England. /Not only has our Court gone across the Atlantic for a Summer excursion, but several other of our citizens, we learn, are about to visit England. Edward Hall and wife, Rev. Mr. Grow and wife, Mrs. Leusley and daughter, and John Baker have bidden adieu to home friends and expect to leave New York to-day in the Steamship 'City of Paris.' This is a vessel of the popular 'Inman Line,' of which John W. Wilson, is agent for this city. The party propose to spend about three months among friends in England and return in September. A pleasant trip to them." *(Carbondale Advance,* June 24, 1871, p. 3)

2. **Messrs. Thomas Dickson and H. M. Boies and their families, of Scranton, C. F. Young, Geo. F. Wilbur, Samuel E. Dimmick and H. B. Beardslee, of Honesdale, Ex-Mayor Grady, and S. B. Hathaway, of Wilkes-Barre, and Dr. R. B. Wilson of New York**

"In Town. / Messrs. Thomas Dickson and H. M. Boies and their families, of Scranton, C. F. Young, Geo. F. Wilbur, Samuel E. Dimmick and H. B. Beardslee, of Honesdale, Ex-Mayor Grady, and S. B. Hathaway, of Wilkes-Barre, and Dr. R. B. Wilson of New York, have been in town during the week." *(Carbondale Advance,* July 1, 1871, p. 3)

3. **Mr. and Mrs. Edward Hall, Mr. and Mr. John Baker and a brother of Mr. Hall, Mrs. Thomas Leusley and daughter**

"Return of Some of our Tourists. / Mr. Edward Hall and wife, Mr. John Baker, and Mrs. Thomas Leusley and daughter, of our city, have returned in good health from their trip and visit to relatives in England. A brother of Mr. Hall accompanies them. Rev. Mr. Grow and wife, who went out with them, reached Liverpool too late to secure a passage on the *City of Paris,* on which they returned, but proposed to secure a passage on the *Manhattan,* which would leave Liverpool a day or two later." *(Carbondale Advance,* September 2, 1871, p. 3)

4. **Charles P. Wurts, Mr. and Mrs. Maurice Wurts**

"**In Town.** / Charles P. Wurts Esq., former Superintendent of Del. & Hud. R. R., and resident here, has made our town a short visit. It is the first since his return from his second trip to Europe and residence there for some years. / Mr. and Mrs. Maurice Wurts have also been visiting in town the present week." *(Carbondale Advance,* May 25, 1872, p. 3)

5. **Joseph Alexander, Esq. and his elder son, George S. T. Alexander, George Richards**

"For Europe. / We learn that Joseph Alexander, Esq., and his elder son, Geo. S. T. Alexander, of the firm of Joseph Alexander & Sons, Tower Hall of Fashion, have taken state rooms in the steamship *Abyssinia,* Cunard Line, which leaves New York, July 6th. Mr. George Richards, one of their workmen, will accompany them. They will visit friends and relatives in England and Scotland, and probably make a short trip to Ireland. They expect to be absent about two months. We wish them a pleasant visit, and safe return." *(Carbondale Advance,* June 27, 1872, p. 3)

RE: Joseph Alexander's tombstone in Maplewood Cemetery, Carbondale

In the *Carbondale Advance* of February 21, 1885, we read:

"Mr. J. Alexander, Sr., has ordered from Scotland a costly granite monument for his family plot in Maplewood cemetery." *(Carbondale Advance,* February 21, 1885, p. 3)

6. **Thomas Dickson, Samuel Sloan, James R. Taylor, Thos. Cornell, John T. Howard, John Auchincloss, W. M. Halstead, Moses Taylor, J. M. Halstead, E. R. Bell, J. B. Smith, E. W. Weston, Marcellus Massey, R. Manville, C. F. Young, Joseph J. Albright, S. S. Scranton and H. A. Fonda.**

"A number of officials of the D. & H. and other companies, passed through this city Tuesday morning on their way to Honesdale. The party consisted of Thomas Dickson, Samuel Sloan, James R. Taylor, Thos. Cornell, John T. Howard, John Auchincloss, W. M. Halstead, Moses Taylor, J. M. Halstead, E. R. Bell, J. B. Smith, E. W. Weston, Marcellus Massey, R. Manville, C. F. Young, Joseph J. Albright, S. S. Scranton and H. A. Fonda. The party left Wilkes-Barre at half-past five o'clock Tuesday morning, and reached this city in one hour and ten minutes. Then they took the gravity road for Honesdale, which place they reached in one hour and breakfasted, returning to Carbondale between eleven and twelve o'clock; and immediately departing for Saratoga Springs, where they intended to take supper." *(Carbondale Leader,* May 31, 1873, p. 3)

7. **Mr. J. Alexander, Jr. and his mother**

"Mr. J. Alexander, Jr., and his mother, who have been in Europe this summer, arrived home on Tuesday of last week." *(Carbondale Leader,* September 13, 1873, p. 2)

8. **Thomas Dickson, Esq. and family, James Dickson, Esq. Hon. J. B. Van Bergen, Supt. Manville and wife, Mr. and Mrs. James Stott and Mr. and Mrs. A. Watt**

"Thomas Dickson, Esq., President of the Del. & Hud. C. Co., passed through here by special train on Monday morning, taking his family to Lake George for a summer sojurn. A party from our town, consisting of his father, James Dickson, Esq. Hon. J. B. Van Bergen, Supt. Manville and wife, Mr. and Mrs. James Stott and Mr. and Mrs. A. Watt, accompanied them as far as Bainbridge, N. Y., took dinner there, and returned by the Saratoga Express." (*Carbondale Advance,* July 4, 1874, p. 3)

9. **"Parties bound for Crystal Lake"**

"Parties bound for Crystal Lake pass through this city, from down the valley, nearly every day. The steamboat on the lake is in running order and affords recreation to all who care to ride over the silvery lake." *(Carbondale Leader,* July 4, 1874, p. 3)

10. **Officials of the D. & H. C. Co.**

"A special train, containing the officials of the D. & H. C. Co. passed through the city on Wednesday afternoon, *en route* for Albany." (C*arbondale Advance,* May 22, 1875, p. 3)

"On Monday morning President Dickson, of the D. & H. C. Co., a number of officers of the same company, and several invited guests, passed through this city on their way to the new road along Lake Champlain." *(Carbondale Leader,* November 20, 1875, p. 3)

An excessively parochial, naïve, and jaundiced account of this annual "tour of inspection" by the officials of the Delaware and Hudson Canal Company—an account which is, at the same time, interesting because of the details it contains about the tour itinerary of the officials in question—was published in the *Carbondale Leader* of June 23, 1877, as follows:

“THE FARCICAL PILGRIMAGE OF THE DELAWARE AND HUDSON COMMITTEE

/ The committee of Delaware and Hudson magnates which was appointed last month to inspect all the property now in the possession of that mammoth concern, passed down through Carbondale on Wednesday. The members of the committee came from Honesdale to this city, and from here they went to Green Ridge, Wilkes-Barre, and Plymouth. Before they visited Honesdale they had stopped a few hours at Rondout, but they saw very little of the canal between that place and Honesdale. They had a good chance to inspect the light track on the gravity road, but did not see much of the heavy track. They hurriedly examined the shops here, but they did not take time to go through the mines, and know quite as much about their condition now as they did before they came here, and no more, which is not much, it may be said with safety. All they saw of the company’s property between here and Plymouth was the surface of the soil, the black breakers which loom up and disfigure the landscape, and the heaps of culm which are such eye-sores to every lover of the beautiful. They seemed to desire to complete their arduous task as quickly as possible, and to see as little of the great works which they were appointed to inspect as they could. The eminent managers skipped over the route as fast as the cars would carry them, and took much delight, doubtless, in passing their holiday as easily as only such great men can pass a holiday. A few hours sufficed for them to learn all about the monopoly’s property in the Wyoming Valley, and they will return to their homes pretending to know as much of the condition of the company’s works from one end to the other as any of the local superintendents do. On Thursday morning the committee took the early train from Scranton for the north, passing through this city at seven o’clock. On this trip they may be supposed to have chatted cheerfully together while the iron horse took them swiftly along the route, and to have paid more attention to each other than to the valuable property which they were appointed to examine so carefully. From here they went to Oneonta, from there to Albany, where they may safely be presumed to have been dined and wined, and from the capital of the Empire State they undoubtedly went up the Rensselaer & Saratoga Railroad, which they leased a few years since, to the most famous watering place in America, where again they were very likely either treated to rich viands, toothsome sweetmeats, and costly wines, or furnished themselves with those luxuries. Then they probably swept as swiftly over the Lake Champlain route as they had gone over the other roads controlled by the company, until they reached the utmost northern bounds of the D. & H.’s possessions, and arrived at Her Majesty’s domains. After swelling around there a while, and astonishing the natives with their pompous appearance and aldermanic proportions, they may be supposed to have betook themselves back to Troy or Albany, and from there they undoubtedly sailed down the historic Hudson and sought the soothing influences and the sumptuous living of the gay and busy metropolis of the nation—the city from whence they started on their wonderful pilgrimage of ‘inspection.’ After they shall have swung round the circle, and seen Rondout, Port Jervis, Honesdale, Carbondale, Scranton, Wilkes-Barre, Plymouth, Forest City, Oneonta, Albany, Saratoga, Whitehall, Montreal, and all the minor places between those prosperous towns, they will be prepared to sit down together in their luxuriously-fitted-up palace on Cortlandt street and tell all about the condition of the property which they so carefully inspected; write feelingly of the condition of the poor miners and their families who live—scarcely live

because they get such low wages—in the Lackawanna and Wyoming valleys in the Keystone State; laud each other to the skies for their remarkable abilities, as well as for their deep and abiding interest in the concern, and no doubt vote themselves an additional amount of salary. They will, of course, be well prepared to tell all the stockholders of the very prosperous condition of the company, as well as of the princely treatment which Tom Dickson showed them. / Seriously, if this committee had desired to examine the company's property as they ought to have examined it, they would have taken at least two or three weeks to do it. On their flying trip they had no manner of chance to inspect the works at all. They know quite as little of them now as they did before they started. The whole thing is altogether too transparent a farce—so transparent that any one can see though it at a glance. The committee have had a jolly holiday at the expense of the company, and no one but themselves is any better off for it." *(Carbondale Leader*, June 23, 1877, p. 3)

11. **President Dickson, accompanied by J. J. Albright, Esq., Col. H. M. Boies, Rev. Mr. Beeber and others, C. F. Young, Esq. of Honesdale, Supt. Manville and Assist. Supt. McMullen**

"Excursion of Railroad Officials. / President Dickson, accompanied by J. J. Albright, Esq., Col. H. M. Boies, Rev. Mr. Beeber and others, passed through here on Monday, *en route* for Albany and Northern Divisions of their line. They were joined here by C. F. Young, Esq. of Honesdale. Supt. Manville and Assist. Supt. McMullen accompanied them as far as Nineveh. At Albany they were to be joined by foreign stockholders of the company, and proceed over their connecting roads to Rutland and Montreal. They made the distance from the depot in Scranton to Carbondale, with one stop in Providence, 16 miles, in 28 minutes; and the distance from Scranton to Nineveh, 72 and nine-tenths miles, in 2 hours and 20 minutes. This, considering the heavy grades at high trestling on the Aarat portion of the route, which are always necessarily run slow, [was] very good time." *(Carbondale Advance*, May 7, 1881, p. 3)

Several very interesting facts are presented in that account from the *Carbondale Advance* of the excursion through Carbondale on Monday, May 2, 1881, by the railroad officials named above:

1. Travel time for these D&H officials to travel from the depot in Scranton to Carbondale, with one stop in Providence, a distance of 16 miles: 28 minutes

2. Travel time for these D&H officials to travel from the depot in Scranton to Nineveh, 72 and 9/10 miles: 2 hours and 20 minutes

3. Reference to the "high trestling" at Ararat: For more on this trestling at Ararat, see Volume XI in this series on the D&H.

12. **“Five carriages of young people from Olyphant. . .”** Not travel by the D&H but, nevertheless very interesting:

“Five carriages of young people from Olyphant passed through town this morning, to enjoy the day at Crystal Lake.” *(The Journal,* July 15, 1886, p. 3)

13. **Misses Alice Jadwin, Fannie Raynor, Stella Hathaway, Nettie Lathrope, Alice and Jennie Butler, of Carbondale, Miss Carrie Atherton of Providence, and Miss Clara Smith, of Parsons, Mrs. S. E. Raynor and Mrs. C. E. Lathrope**

"Misses Alice Jadwin, Fannie Raynor, Stella Hathaway, Nettie Lathrope, Alice and Jennie Butler, of this city, Miss Carrie Atherton of Providence, and Miss Clara Smith, of Parsons, leave this week for Ocean Grove, N. J. They will be accompanied by Mrs. S. E. Raynor and Mrs. C. E. Lathrope, and the whole party will remain about week at that delightful summer resort." *(The Journal,* July 15, 1886, p. 3)

14. **Mr. and Mrs. W. T. Colville, of Gambier, Ohio**

“Mr. and Mrs. W. T. Colville, of Gambier, Ohio, who are visiting the latter’s parents, Mr. and Mrs. E. E. Hendrick, in this city, will sail on August 7th for Europe, to be absent a year.” (clipping in a Gritman scrapbook dated “CARBONDALE, PA., JULY 27, 1889; clipping probably from the *Leader)*

15. **Company E. of Honesdale, under the command of Captain G. H. Whitney, and Forty-Seven Men from Company E**

“Soldiers Pass Through Town. / Company E. of Honesdale, under the command of Captain G. H. Whitney, passed through Carbondale yesterday afternoon with forty-seven out of fifty-five men. At 9:15 a.m., when Captain Whitney received his order from Colonel Ripple, he was on his farm six miles from Honesdale. He and his lieutenants, W. A. Wood and F. McMillen, immediately sent out messengers on horses to notify the members of the company who were scattered over a radius of fifteen miles. In the short space of two hours after receiving the order Captain Whitney and his men pulled out from the railroad station bound for Scranton. Upon their arrival there they were compelled to await the arrival of the Montrose company.” *(Carbondale Leader,* July 12, 1892, p. 4)

16. **Seven coaches full of editors, members of the Pennsylvania State Editorial Association, many accompanied by their wives, daughters, sisters and friends**

"JOURNALISTS IN TOWN. / Seven Coaches Full of Editors on Their Annual Tour. / The Pennsylvania State Editorial association passed through Carbondale this morning enroute for Honesdale where they are spending the day and are being royally entertained by the 'brethren' of that place. Many of the gentlemen were accompanied by their wives, daughters, sisters and friends and the whole party numbered about two hundred and fifty. The train on which they arrived consisted of seven coaches. The association came to Scranton yesterday and passed the day among the sights of the Electric City. In the afternoon they were taken for carriage drives and shown the sights of the city. Later on many of the guests visited two or three of the coal mines. Last evening the visitors were tendered a complimentary concert at the Academy of Music. / The people of Honesdale have made preparations to entertain the editors handsomely, tables being spread in the park for a great dinner and carriages provided for a drive around the beautiful town. The quill drivers will return this afternoon and remain in Scranton over night and in the morning will proceed to Albany, thence down the Hudson to New York and back to Philadelphia and intermediate disbanding points over the Pennsylvania railroad. / [complete list of all of the state editors and family members, as well as the names of their newspapers and places of publication then given, e. g., "McLean, J. C. and lady, Sunday Gazette, Erie"]" *(Carbondale Leader,* July 13, 1892, p. 2)

17. **A party of New York, Lake Erie & Western officials, including Vice President Thomas and General Manager Walters, Erie Roadmaster Stoddard and Master Mechanic Lavery**

"ENGINE NO. 133. Creates Much Comment in This City This Morning. / Among the visitors in this city this morning was a party of New York, Lake Erie & Western officials. They came over the Jefferson division, in special car No. 502, and after spending a short time in this city went south over the Delaware & Hudson. / They were out on their annual tour of inspection of the property of the company and among the number were Vice President Thomas and General Manager Walters. / The car was brought over the division by engine No. 133 about which so much speculation and curiosity has been rife among railroad men. It was built at the shops of the company in Susquehanna, and was accompanied on its trial trip today by Roadmaster Stoddard and Master Mechanic Lavery of that place. / The engine is a mammoth affair and in every part shows evidences of the great strength for which it was designed. Its six driving wheels are each five feet eight inches in diameter and it is intended to be put in use on the main line for the hauling of the immense passenger traffic which the road will have to and from the Columbian exposition at Chicago next year. / With the exception of the big extension front, the entire locomotive—wheels, boiler, cab and tender—is painted in a deep red color and presents a novel and handsome appearance. It is said that two more engines of the same pattern are being

constructed in the shops at Susquehanna, one of which will be painted white and the other blue. / Conductor Dolan had charge of the special train containing the officials this morning, and they were shown about the yard and buildings which the Erie own in this city by Superintendent VanKeuren, who also accompanied the party to Scranton." *(Carbondale Leader,* October 14, 1892, p. 4)

18. **D. & H. OFFICIALS, including D&H President R. M. Olyphant of New York, and D&H Vice President H. G. Young, of Albany**

"**ANNUAL TOUR. / Statement of Vice President Young at Scranton—An Associated Press Despatch and an Article from Wall Street Journal.** / R. M. Olyphant, of New York, and H. G. Young, of Albany, president and vice president respectively of the Delaware & Hudson company passed through this city yesterday on their annual tour of inspection going immediately to Scranton where they stopped at Hotel Jermyn. / They came over the Erie to Honesdale and thence by gravity to this city and on to Scranton, arriving there later in the afternoon. Today they will inspect the company property and, this evening, proceed on their way to Albany, making inspections as they go along and consulting with the various division officers. / Superintendent C. R. Manville, C. C. Rose, head of the coal department, and J. H. Torrey, the company's local legal representative, conferred with them at the Jermyn last evening. / To a reporter Mr. Young said the visit had no special significance, being the customary annual trip of the president and vice president over the company's various lines. / DOES NOT KNOW. / Asked concerning the probability of a railroad being constructed along the bed of the canal, Mr. Young said: 'You know as much about it as we do. We sold the canal at a good price and the purchaser not vouchsafing any information as to what he intended to do with it, we thought it was not our place to ask.' / The Wall Street Journal of yesterday contained the following: / The Delaware and Hudson Railroad company is said to be able to deliver coal at Albany or tidewater since the abandonment of the canal at Rondout at an actual saving of 45 cents per ton for the company. This saving comes from changing their old methods to modern ones and the economy of handling from cars to boat and boat back to car or docks. This great saving per ton will show in the aggregate very handsome net returns to the road. / We hear that arrangements are being made for a trip of inspection over the Delaware & Hudson railroads by the Vanderbilts and their representatives. Although the Vanderbilts are large owners of Delaware & Hudson, this trip is looked upon as of special significance at this particular time. It is thought also to be the basis, in a measure, of some of the recent large buying of Delaware & Hudson stock by houses with good Vanderbilt information. / Mr. Young had read the article, and when questioned concerning it said: 'As much of it as relates to the saving resulting from the abandonment of the canal is true, but the latter part of it, dealing with the proposed trip of the Vanderbilts, conveys an intimation that is a pure manufacture. It is a clear case of someone having nothing to write and writing it.' / ROAD OVER THE MOUNTAIN. / The following story was sent out last night by the Associated Press: / Honesdale, June 29 --The Erie and Delaware and Hudson companies have reached a working agreement. The Delaware and Hudson will begin immediately to build a

steam road over the Moosic mountains from Waymart to Carbondale. The Erie and Delaware and Hudson roads were joined at Honesdale this week and today president Olyphant and vice president Young came from New York via the Erie and were the first to ride over the joined section of the two roads. / They announced that a union station will be built in Honesdale immediately and the Delaware and Hudson coal will be run to tidewater via the Erie road. The road between Honesdale and Waymart will be straightened and Shepherd's Crook will be displaced by a switchback. The grade from Carbondale to Farview is about fifty feet to the mile. / Vice president Young could give no information as to the future of the abandoned Delaware & Hudson canal. He stated that it had passed entirely out of the hands of the company and in his opinion nothing would be done with it." *(Carbondale Leader,* June 30, 1899, p. 2)

1636

Named Passenger Trains

The Delaware and Hudson Canal Company may well have been the first railroad in America to have passenger train with a name. We are continuing our research on this question and, to date, we have not found a named passenger train before the D&H's *Saratoga Express.*

1637

Saratoga Express

Saratoga Springs was a popular destination as early as the late-eighteenth century. George Washington, Governor Clinton, and Alexander Hamilton visited Saratoga. The Marquis de Lafayette visited Saratoga during his 1825 tour of America. Philip Hone visited there in 1839; John Quincy Adams visited in July 1843. Vice President Martin Van Buren, James Buchanan, Millard Fillmore, and John Tyler all stayed at Saratoga during their administrations.

To travel by rail to Saratoga Springs one took the Saratoga & Schenectady Railroad, the construction of which began on October 25, 1831, with John B. Jervis as engineer. The road opened on July 12, 1832, although the line still was not competed. The passengers made the middle half-mile of their trip by post coach. The S&S found heavy patronage during the season at the Springs. A formal lease to the Rensselaer & Saratoga Rail Road Company was executed in 1850 and became perpetual in 1860. The S&S was the first railroad to act chiefly as a carrier of passengers. In 1930, Saratoga Springs was the eastern terminus of the Adirondack Branch of the D&H, running to the North Creek, NY rail yard and roundhouse there. Also located at Saratoga Springs was the D&H telegraph school, where telegraph and station work were taught free of charge to young men whose homes were located along D&H lines.

In *The American Heritage History of Notable American Houses,* by Marshall B. Davidson we read the following about Saratoga:

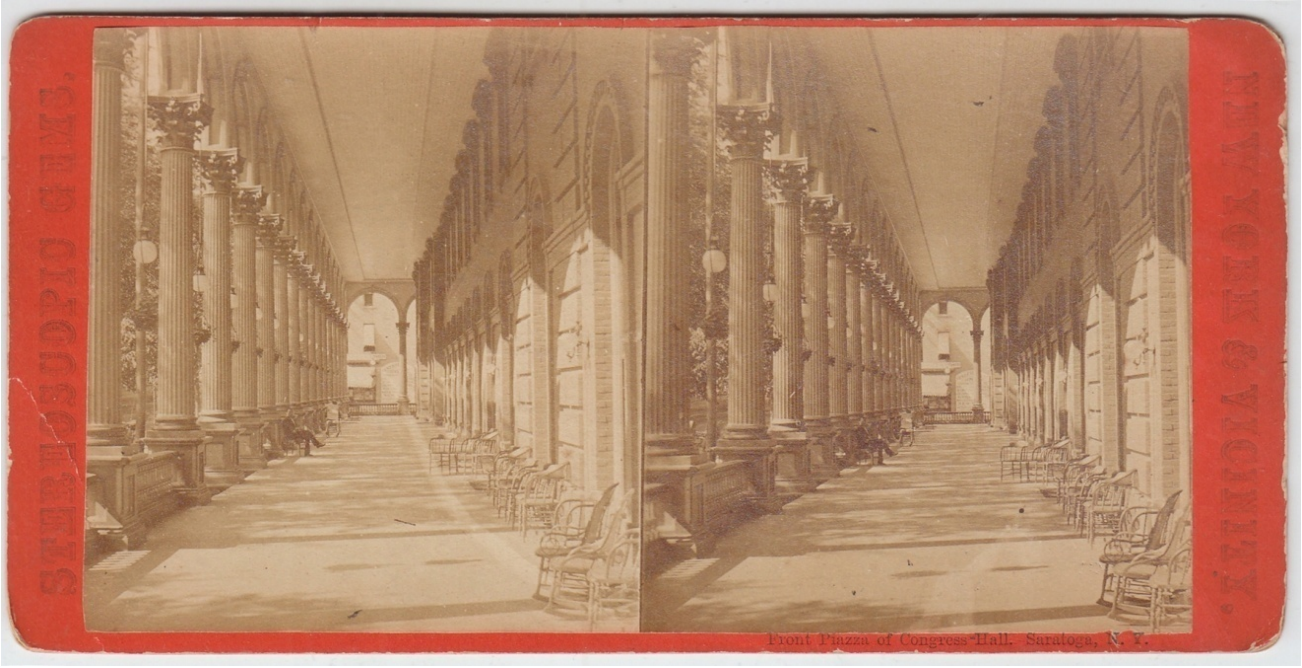
"The place was already famed as a resort by the early years of the last century [19th century] when Philip Hone described its wealthy and fashionable visitors. But it was during the latter decades of that century that Saratoga, to be called the Queen of Spas, reached full blossom as a summer retreat for high society and its attendants." *(The American Heritage History of Notable American Houses*, by Marshall B. Davidson, 1971, p. 294)

The largest hotels at Saratoga, the big three, were: Union Hall, Congress Hall, United States Hotel (accommodations for 400 in 230 bedrooms and 20 private parlors). The original Congress Hall burnt down some time in the period 1864-1867. The new Congress Hall was rebuilt in 1867, with help from the Delaware and Hudson Canal Company.

In First Resorts, we read the following about the new Congress Hall:

"The new all-brick Congress Hall, rebuilt in 1867 with help from the Delaware and Hudson Railroad, boasted eleven stores fronting Broadway. The hotel contained six hundred rooms, a promenade plaza 20 feet wide and 250 feet long, and an observatory on top, which allowed visitors to scan the scene. After personal inspection, the hotel connoisseur of the *New York Times* pronounced Congress Hall the 'best built and most thoroughly equipped summer house in America.' " *(First Resorts*, p. 162)

Shown here is a stereocard in the collection of the Carbondale Historical Society and Museum of "Front Piazza of Congress Hall, Saratoga, N. Y." This card is in the series "New York & Vicinity. Stereoscopic Gems."



In 1882, Oscar Wilde, the celebrated Irish playwright, novelist, essayist, poet, and esthete, visited Saratoga Springs, staying at Congress Hall. The consequences of Oscar Wilde's "popular and profitable" visit to Saratoga Springs are summarized by Jon Sterngass in *First Resorts Pursing Pleasure at Saratoga Springs, Newport & Coney Island* as follows:

"Overdressing had always been synonymous with a stay at the Springs, but Oscar Wilde's popular and profitable visit to Congress Hall in 1882 instigated a golden age of male dandyism at Saratoga. The Springs provided the perfect stage for this type of peacocking, allowing those so inclined to monopolize the public gaze." *(First Resorts Pursing Pleasure at Saratoga Springs, Newport & Coney Island* by Jon Sterngass, 2001, p. 179)

Here are two photographs of Oscar Wilde, Irish writer and esthete:





The attraction of Saratoga as a fashionable destination for well heeled Americans and Europeans is well described by Sterngass as follows:

"The attraction of Saratoga as a fashionable destination (not as the site of mineral springs the waters of which cured all manner of physical maladies and conditions) was strong, especially among the newly affluent in America. To be there, first of all, and to see and be seen, to be both a spectator and an actor, regardless of your social position at home, meant that you had the time and the money to be there. Once there, in the parlors, dining rooms, on the verandas of the great hotels, at the race track (by day; the races there began in August 1863), in the numerous gambling houses (by night; the first gaming house built in 1862; Saratoga quickly became the center of American turf sports), you could postulate, then and there, an identity for yourself (the fine line between fact and fiction was erased) and rub elbows, flirt, pose, and promenade—consciously, conspicuously, and ostentatiously—with the rich (from throughout the North and South), the high born, and those from the highest levels of society from far and near. Saratoga was especially popular with well-heeled residents from south of the Mason-Dixon line."

In 1872, the D&H subscribed to $25,000 of the bonds at the new United States Hotel at Saratoga Springs. In *Century of Progress*, we read:

"On November 14, 1872, authority was given to subscribe to $25,000 of the bonds of the new United States Hotel at Saratoga Springs, an investment made for the purpose of attracting Summer travel to the Rensselaer and Saratoga lines." *(COP,* p. 231)

A very nice description of the United States Hotel at Saratoga, the largest hotel not only in America but also in the world, was published in the May 24, 1874 issue of the *Carbondale Leader:*

"**THE LARGEST HOTEL. /** The United States Hotel at Saratoga will hereafter take the lead at the famous watering-place, as it is the largest hotel not only in this country but in the world. The gigantic building stands on the side of the old United States. Work began about eighteen months ago, and only the finishing touches remain to do. The hotel stands on the corner of Broadway and Division street, and has a frontage on these streets of 900 feet. The hotel proper contains 1,214 rooms. There are 768 sleeping rooms. Its ball-room is 118 by 54 feet, with 20 feet of height of ceiling. The dining-room is on Division street, and is 210 feet long, 52 feet wide, and twenty high. In connection with the hotel are sixty parlor cottages, each containing from three to five sleeping-rooms, clothes-closets, bath-room, &c. Sleeping rooms throughout the hotel are all furnished with marble bowls and hot and cold water. The system of sewage is after the most improved plan, and extends throughout the whole building. This hotel has comfortable and luxurious accommodations for 2,000 people. The carpets are now making in New York, the rooms requiring 33,000 yards. Furniture is constantly arriving, and it is the present intention of the proprietors to open the tenth of June. The celebrated Gilmore's band will be at the United States through the season. There will be no omnibuses connected with this hotel, as the entrance at the rear is across the street from the depot, and after passing through the attractive archway you are on a fine covered piazza leading to the hotel. The building has five stories surmounted by a French roof. It has a finely ornamented, broad piazza extending across the entire front, and another designed for the use of smokers on Division street. Below the Broadway piazza is a fine parterre laid up in white marble intended for flowers, fountains, and statuary." *(Carbondale Leader,* May 24, 1874, p. 2)

The first reference to the D&H passenger train called the *Saratoga Express* that we have discovered is in the June 28, 1873 issue of the *Carbondale Leader* in an article about the new D&H timetable that went into effect on June 30, 1874. Here is that article:

"CHANGE OF TIME.—A new timetable on the D. & H. C. Co's Railroad will go into effect on Monday. The Saratoga Express will run through from Saratoga to Philadelphia without

change of cars. The train will be a great convenience to the travelling public, and ought, and probably will be, well patronized. Connections will be made at this city via the Jefferson Branch, with the Erie Railway, east and west, and with the Albany & Susquehanna Railroad north; at Green Ridge with the Lehigh & Susquehanna Division of the Central Railroad of New Jersey; and at Scranton with the Delaware, Lackawanna & Western and Lackawanna & Bloomsburg Railroads. / The first train from here south in the forenoon leaves at 8:30, and arrives at Scranton at 9:25. The next leaves here at 12:40 afternoon, and reaches Scranton at 1:30. Then the Saratoga Express which leaves here at 3:20 in the afternoon and arrives at Green Ridge at 3:48. The last regular passenger train in the afternoon leaves here at 5:35, and reaches Scranton at 6:25. Returning, trains leave Scranton at 9:50 A.M., and 2:10 and 7:20 P.M. and arrive at Carbondale at 10:43 A.M., and 3:10 and 8:18 P.M. The Saratoga Express leaves Green Ridge going north, at 1:22 P.M. and arrives here at 1:50 P.M., making the distance between here and Green Ridge both ways in twenty-eight minutes. Mixed trains leave here at 6:10 and 11:15 A.M., arriving at the old depot in Scranton at 7:28 A.M., and 12:40 P.M. Returning, leave Scranton at 8:10 A.M., and 2:30 P.M., arriving here at 9:50 A.M., and 4:50 P.M." *(Carbondale Leader,* June 28, 1873, p. 3)

Here is a typescript of the article about the new D&H timetable that was published in the *Carbondale Advance* of June 28, 1873:

"The New Time Table. / A new time table goes into effect on the Del. & Hud. R. R. on Monday next. / Passenger Trains leave Carbondale for Scranton as follows: First Class Trains, at 8.30 A.M., 12.40, 3.20 and 5.35 P.M.—Second Class Trains, at 6.10 and 11.15 A.M. / Leave Scranton for Carbondale—First Class Trains at 9.50 A.M. 1.22, 2.10, 7.20 P.M.—Second Class Trains, at 8.10 A.M. and 2.30 P.M. / The 3:20 P.M. Train South, and 1.22 P.M. Train North is the Philadelphia and Saratoga Express, making its connection at Green Ridge, and making no stops between Carbondale and Green Ridge Depots./ **Improved Traveling Facilities.** / The energetic management of the Del. Hud. C. Co. is giving us still improved traveling facilities. By the new time table which goes into effect on Monday next we are to have six Passenger Trains daily, both ways—to and from Scranton. / One of these—The Philadelphia and Saratoga Express—makes the time between our depot and Green Ridge in 28 minutes. / Very few of our people ever anticipated an improvement like this. Carbondale on the great through route between Philadelphia and Albany and Saratoga—and making the distance to and from Scranton in less than 30 minutes." *(Carbondale Advance,* June 28, 1873, p. 3)

Here is a copy of the new D&H timetable that went into effect on June 30, 1874 that was published in the *Carbondale Advance* of June 28, 1873, p. 3:

The New Time Table.

A new time table goes into effect on the Del. & Hud. R. R. on Monday next.

Passenger Trains leave Carbondale for Scranton as follows: First Class Trains, at 8.30 A. M., 12.40, 3.20 and 5.35 P. M.—Second Class Trains, at 6.10 and 11.15 A. M.

Leave Scranton for Carbondale—First Class Trains at 9 50 A. M. and 1.22, 2.10 7.20 P. M.—Second Class Trains, at 8.10 A. M. and 2.30 P. M.

The 3.20 P. M. Train South, and 1.22 P. M. Train North is the Philadelphia and Saratoga Express, making its connection at Green Ridge, and making no stops between Carbondale and Green Ridge Depots.

Improved Traveling Facilities.

The energetic management of the Del. Hud. C. Co. is giving us still improved traveling facilities. By the new time table which goes into effect on Monday next we are to have six Passenger Trains, daily, both ways—to and from Scranton.

One of these—The Philadelphia and Saratoga Express—makes the time between our depot and Green Ridge in 28 minutes.

Very few of our people ever anticipated an improvement like this. Carbondale on the great through route between Philadelphia and Albany and Saratoga—and making the distance to and from Scranton in less than 30 minutes.

An important new addition to the D&H passenger service repertory at this time was the **Philadelphia and Saratoga Express,** a first-class passenger train, "making its connection [with D&H rails] at Green Ridge, and making no stops between Carbondale and Green Ridge Depots."

Six passenger trains, both ways, to and from Carbondale. "One of these—The Philadelphia and Saratoga Express—makes the time between our depot [Carbondale] and Green Ridge in 28 minutes."

"Very few of our people ever anticipated an improvement like this. Carbondale on the great through route between Philadelphia and Albany and Saratoga—and making the distance to and from Scranton in less than 30 minutes."

The Saratoga Express was an immediate success, and elegant Palace Cars were added to the train during the third week of July, 1873. In the *Carbondale Advance* of July 19, 1873, we read:

"**Palace Cars. /** Elegant Palace Cars have been added to the Saratoga Express Train this week. / The Del. & Hud. Saratoga Express Train is a success, and puts good loads of passengers through on time." (*Carbondale Advance,* July 19, 1873, p. 3)

The conductor of the Saratoga Express in July/August 1873 was a Mr. Hunter. That we know from an announcement that was published in the August 2, 1873 issue of the *Carbondale Leader* about the death of Mr. Hunter's mother-in-law, Mrs. Anna Brayton, at Oneonta, on Sunday, July 20. Here is that announcement:

"Mrs. Anna Brayton, mother-in-law of Conductor Hunter, of the Saratoga express train, died at his residence in Oneonta, on Sunday, July 20, in the seventh-eighth year of her age. Mr. Hunter was in this city at the time of Mrs. Brayton's death, and the fact was telegraphed to him next day. When Mr. Hunter arrived at Oneonta, he found that all the necessary arrangements had been completed by Assistant Superintendent Morse, and passes provided for himself and family over the D. & H. C. Co.'s different roads to Washington County, N. Y., whither Mr. Hunter was obliged to convey the corpse of his mother-in-law for burial. The great kindness and sympathies of Superintendent Fonda, Mr. Morse, and a large circle of friends and neighbors, are greatly appreciated by Mr. Hunter and family, and will never be forgotten. It is such humane acts as these that lighten the trials and cares of life." *(Carbondale Leader,* August 2, 1873, p. 3)

A distinguished party of ladies and gentlemen from Carbondale, among whom were Hon. J. B. Van Bergen and Mrs. Van Bergen, Superintendent Manville and Mrs. Manville, Mr. and Mrs. Andrew Watt, Mr. and Mrs. James Stott, it was announced in the August 9, 1873 issue of the *Carbondale Leader,* would "start next Tuesday on a pleasure trip to Saratoga, Lake George, and other places in Northern New York." Even though it is not specifically stated in this *Leader* article about this trip that these ladies and gentlemen took the Saratoga Express from Carbondale, it is safe to conclude that in traveling north from Carbondale on this pleasure trip, to last about ten days, that they did so. Here is the announcement of that trip that was published in the *Carbondale Leader* of August 9, 1873:

"PERSONAL.—Hon. J. B. Van Bergen and Mrs. Van Bergen, Superintendent Manville and Mrs. Manville, Mr. and Mrs. Andrew Watt, Mr. and Mrs. James Stott, and a few other ladies and gentlemen, start next Tuesday on a pleasure trip to Saratoga, Lake George, and other places in Northern New York. They will also visit Montreal, Quebec, and other towns in Canada, and will be absent about ten days. / Among the party of ladies and gentlemen from Newark and Honesdale who passed through this city on their way to Crystal Lake on Wednesday we noticed

the Misses Anna and Ella Neigles, of Newark, Misses Hattie and Eunice Genung, and Miss Helen Fox, of Honesdale. Mrs. Maggie Guyre returned to Honesdale with the party. / Dr. R. B. Wilson, of New York, an old resident of this city, has been visiting in town for several days past. / Mr. Geo. Conklin, of the Erie Railroad Company, has been quite ill for several days past. / Miss Libbie Adams, daughter of Dr. Adams, stood at the head of her class, both in recitations, deportment, and number of days attendance, in graded school No. 1, at the end of the spring and summer term." *(Carbondale Leader,* August 9, 1873, p. 3)

The fact that the ladies and gentlemen named in the above article from the *Carbondale Leader* took the Saratoga Express from Carbondale on August 12 is explicitly stated in the article about this trip that was published in the *Carbondale Advance* of August 16, 1873. The departure of the Saratoga Express from Carbondale that day for Saratoga was delayed because of damage to the track on the L. & S. R. at Moosic. Here is that article from the *Carbondale Advance:*

"**To Saratoga. /** A party of our citizens have this week added themselves to the large gathering of celebrities at Saratoga. / R. Manville Esq., R. R. Supt, Hon J. B. Van Bergen, James Stott and Andrew Watt Esqs. and their wives left on the Saratoga Express Tuesday afternoon. The terrible storm and damage to the track on the L. & S. R. at Moosic, made an unlooked for delay, but the train arrived at about 4 o'clock. / They extend their trip to Montreal and Quebec, Canada, and will be absent about ten days." (*Carbondale Advance,* August 16, 1873, p. 3)

"The Saratoga and Philadelphia express which made its first trip on June 30, will be withdrawn from the road to-day, Saturday. It has been a great convenience to many travellers and tourists, and will be missed by them. The train has not been as well patronized as it should have been." (*Carbondale Leader,* September 6, 1873, p. 3)

On Saturday, September 6, 1873, we learn from an article in the issue of the *Carbondale Advance* that was published that day, the Saratoga Express was withdrawn. Here is that article:

"**Withdrawal of the Saratoga Express. /** We learn that the Del. & Hud. Saratoga Express will be withdrawn from the road today—Saturday." (*Carbondale Advance,* September 6, 1873, p. 3)

The "Saratoga and Philadelphia Express" was withdrawn by the D&H, we learn from the *Leader's* article on the withdrawal, because the train was not as well patronized "as it should have been." Here is that article from the *Carbondale Leader:*

"The Saratoga and Philadelphia express which made its first trip on June 30, will be withdrawn from the road to-day, Saturday. It has been a great convenience to many travellers and tourists, and will be missed by them. The train has not been as well patronized as it should have been." (*Carbondale Leader,* September 6, 1873, p. 3)

With the withdrawal of the Saratoga Express, passengers on the D&H traveling north to points east of Albany were obliged either to wait a couple of hours in the woods at Jefferson Junction, or stop over night and take a part of two days to go a short journey. In an effort to correct that problem, the D&H, on Monday, November 3, 1873, put a train on the Jefferson Branch which ran from Carbondale to Nineveh, on the Albany & Susquehanna Railroad, and which connected with the through train on that road from Binghamton to Albany. In the *Carbondale Leader* of November 8, 1873, we read:

"CHANGE OF TIME.—On Monday the D. & H. C. Co. put a train on the Jefferson Branch which runs from this city to Nineveh on the Albany & Susquehanna Railroad, connecting with the through train on that road from Binghamton to Albany. The train leaves Carbondale at 10:50 A.M., making connection with the A. & S. at 2:37 P.M. Passengers may leave this city on the new train at 10:50 A.M. and reach Albany at 8:00 o'clock P.M. By taking the 8:00 o'clock A. M. from Albany passengers reach this city at 4:50 P.M., and Scranton at 6:25 P. M. This train will be a great convenience to the travelling public and the line will in time be liberally patronized. Since the withdrawal of the Saratoga express, passengers from this section going north for different points east of Albany have been obliged either to wait a couple of hours in the woods at Jefferson Junction, or stop over night and take a part of two days to go a short journey. / There was also a change made in the time-table of the Jefferson Branch between here and Susquehanna, on Monday. The passenger train leaves here at 10:45 A.M., arriving at Susquehanna at 12:45 P.M. Returning, leaves Susquehanna at 4:05 and arrives at this city at 6:05 P.M. A second- class train leaves Susquehanna at 7:00 A.M. and arrives here at 12:00 P.M. This train also leaves here at 3:15 P.M. and reaches Susquehanna at 7:20 P.M." *(Carbondale Leader,* November 8, 1873, p. 3)

In March, 1875, the D. & H., we learn from an article that was published in *Carbondale Leader,* of March 27, 1875, was compelled to withdraw the Carbondale to Nineveh train that it ran on the Jefferson Branch beginning in November 1873 (see article immediately above). They did so because "the Erie authorities did not consider the arrangement profitable to their company." The D&H train to Nineveh would, henceforth, begin at Jefferson Junction, we learn from that article, and would make connection there (trains going South) with the so-called "Peanut Express" on the Jefferson Branch and (trains going North) with trains on the A. & S. Trains going North from Jefferson Junction to Nineveh were popularly referred to, by railroad employees and others, as

the “Buckwheat Accommodation”. The exact train reference for the “Peanut Express” (a train on the Jefferson Branch between Lanesboro to Carbondale) has not yet been learned. “When summer comes again,” we also learn from that article, “there will undoubtedly be another Saratoga Express put upon the road.” Here is that fact-filled article from the March 27, 1875 issue of the *Carbondale Leader:*

“The D&H C. Co. has been compelled to take the train which it formerly ran from Carbondale to Nineveh off of the Jefferson Branch. The Erie Company was paid for the passengers who were carried over the branch by the D&H train, but we understand that the Erie authorities did not consider the arrangement profitable to their company, and therefore the D&H had to haul the train off. The same train is now run from the junction in the woods under the rocks [Jefferson Junction] to Nineveh, and makes connection with the ‘Peanut Express’ on the Jefferson [between Carbondale and Jefferson Junction], and trains on the A. & S. The train on the Nineveh branch, we are informed, has received the appropriate name of the ‘Buckwheat Accommodation;’ and the residents of that part of the Susquehanna valley through which it flies like lightning, are said to patronize it liberally. We are sorry to hear of this change, as the abandoned train was a great accommodation to a few people who are regular patrons at this season of the year, and to a large number of tourists and pleasure-seekers in the summer. When summer comes again, there will undoubtedly be another Saratoga express put upon the road. Travellers who wish to go to any point between Nineveh and Albany do not care to ‘lay off’ any length of time in the woods at that romantic place called Jefferson Junction. It is a cool place, but altogether too quiet.” *(Carbondale Leader,* March 27, 1875, p. 3)

In July 1875, the D&H announced that it would run a through train from Scranton to Saratoga “during the season.” This through train to Saratoga from Scranton “will be a great convenience to the traveling public, as it prevents the annoying change of cars at Carbondale and Jefferson Junction.” In the July 3, 1875 issue of the *Carbondale Advance* we read:

“Through Car to Saratoga. / The Delaware and Hudson Canal Co. have made arrangements to run a through train from Scranton to Saratoga during the season. This will be a great convenience to the traveling public, as it prevents the annoying change of cars at Carbondale and Jefferson Junction. Excursion tickets are now sold from this station to Albany, Saratoga, Sharon Springs, and other points of interest and resort in the State of New York; also commutation tickets from this city to Scranton and intermediate stations.” *(Carbondale Advance,* July 3, 1875, p. 3)

In the new D. & H. timetable that went into effect on November 14, 1877, it was announced that “The afternoon train on the Gravity railroad to Honesdale does not wait for the Saratoga Express from the North, but goes at 3:30.” Here is that announcement from the *Carbondale Advance:*

"A new Time Table went into effect on the D. & H. RR. on Wednesday of last week--Nov. 14th. The proper corrections are made at the head of our first column on this page. The afternoon train on the Gravity railroad to Honesdale does not wait for the Saratoga Express from the North, but goes at 3:30." (*Carbondale Advance*, November 24, 1877, p. 3)

From that November 14, 1877 D. & H. timetable, we learn very specific departure information about the Saratoga Express on its journey from Scranton to Saratoga. We also learn that the Saratoga Express "now stops at stations on the Jefferson Branch." Here is that new timetable:

"NEW TIME TABLE. / On and after Wednesday, Nov. 14, 1877, trains on the Delaware & Hudson Railroad will run as follows: / **SARATOGA EXPRESS**. / Leave Scranton for Saratoga at 6.20 a.m., arriving at Carbondale 7.00 a.m., Nineveh 9.30 a.m., Oneonta 11.00 a.m., Albany 2.20 p.m., Troy 3.25 p.m., Schenectady 2.25 p.m. [sic]; Saratoga 6.25 / Returning—Leave Schenectady 7.50 [sic], Troy 7.00, Albany 8.00, Oneonta 11.50 a.m.; Nineveh 1.30 p.m., Carbondale 4.12 p.m., arriving at Scranton 5.04 p.m. / The above train now stops at stations on the Jefferson Branch." (D&H New Time Table, published on page 3 of December 1, 1877 issue of *Carbondale Advance)*

"Superintendent Manville is bound not to be outdone in railroad matters. Since 'the Saratoga' has become a Mail Train, he has had the mail apartments in the several cars on his line enlarged and improved until now they will compare favorably with mail apartments on any of the through main lines. In this connection we wish to say, that we hope arrangements may be made ere long, to have the mails carried on the Gravity Road to Honesdale." *(Carbondale Advance*, December 15, 1877, p. 3)

The schedule for the Saratoga Express, in the D. & H. timetable that went into effect on May 27, 1878, was as follows:

"SARATOGA EXPRESS. / Leave Scranton for Saratoga at 6.20 a.m., arriving at Carbondale 7.00 a.m., Nineveh 9.30 a.m., Oneonta 11.00 a.m., Albany 2.20 p.m., Troy 3.25 p.m., Schenectady, 2.25 p.m.; Saratoga 6.25 p.m. / Returning—Leave Schenectady 8.00 [sic], Troy 7.00, Albany 8.00, Oneonta 11.30 a.m., Nineveh 1.10 p.m., Carbondale 3.25 p.m., arriving at Scranton 4.06 p.m. / The above train now stops at stations on the Jefferson Branch." *(Carbondale Advance*, April 5, 1879, p. 3)

In March, 1879, the D. & H. announced greatly reduced rates for traveling to Saratoga and for boarding while there for the upcoming Presbyterian General Assembly. During that Assembly, it was announced in the article about that Assembly that was published in the March 10, 1879 issue

of the *Carbondale Leader*, "the very best of society will be found there, and some of the celebrities of this and foreign lands. We learn that large numbers are to join the excursion from the lower part of the valley." Here is that announcement from the *Carbondale Leader:*

"EXCURSION TO SARATOGA. / The meeting of the Presbyterian General Assembly at Saratoga next week, will furnish an inviting opportunity for parties to visit that health giving resort. The rates as will be seen in another place, are greatly reduced, both for travelling and for boarding while there. A large number of houses offer to entertain guests at the rate of a dollar a day. When the 'season' begins these terms are doubled. Besides, during the meeting of the Assembly, the very best of society will be found there, and some of the celebrities of this and foreign lands. We learn that large numbers are to join the excursion from the lower part of the valley." *(Carbondale Leader*, March 10, 1879, p. 2)

In May 1879, two very enthusiastic articles about Saratoga, both titled "Saratoga in May," were published in Carbondale newspapers. Here is the article was published in the May 13, 1879 issue of the *Carbondale Leader:*

"SARATOGA IN MAY. / It may be said of this place 'its face is its fortune.' A stranger who sees it for the first time is very apt to fall in love with it at first sight. The first object that strikes upon his view, as leaves the cars, is the 'United States,' the most extensive and elegant hotel in the world; covering seven acres of ground an having 1,000 rooms. The great dining hall can hold 2,000 eaters at one dinner, and the range in the kitchen can roast a whole side of beef at once. If he happens to come in 'the height of the season,' Broadway will present the most dazzling scene he ever beheld. Splendid equipages with liveried drivers and footmen, ladies riding in these carriages sparkling with silks, satins and flashing with diamonds. Fast men, sports, in grotesque turnouts, racing back and forth, lofty elms spreading their branches arch-like across the streets; long rows of shops, hotels, splendid dwellings; the broad walks promenaded by gay and laughing crowds. Such things give a weird, fairy aspect to the place such as is found nowhere else. The question is often asked, what has thrown around this spot the attraction that draws the wealthy and the invalids, all over the country and with them come the pleasure loving and the free spender and the artful money maker? The only answer is the marvelous waters. Here are ten or twelve different kinds of mineral waters, all in a small valley no longer than the site of Carbondale. Yet each maintaining its peculiar qualities through all the year, and each supposed to have some special fitness to cure the various maladies that afflict mankind. Where the waters get their medicinal qualities is a question which the proprietors are every day answering. They are gathering the dollars from the country all over, and spending a good deal of the money at their own home, in beautifying and improving the locality which is the source of their wealth. How different this from the owners of coal mines. They spend their income elsewhere. These proprietors spend it largely at home. So that Saratoga is a marvel of landscape architecture. Congress park is a gem of beauty and the perfection of loveliness. The streets and the dwellings

are clean and beautiful as money can make them. The consequence is the place is growing from year to year and in spite of the hard times goes on prospering. From a small village it has grown to be a city of ten or twelve thousand inhabitants and a summer population of twenty or thirty thousand more. And so long as these waters flow Saratoga will flourish and bloom in all the glory of palace hotels and charming residences. Yet just now the seaside resorts are challenging her lofty claims, by furnishing attractions in some respects even greater. And in this race for popular favor the great mass of people must stand idly looking on. They can go to neither. They have no time or means for such luxuries. Perhaps they are just as well off, and have as good a chance for health and happiness as those who go to such places. At any rate let not those who are obliged to stick to their work envy the traveller, for it may be they are as well off, if not better. Happiness is the portion of the contented, whether rich or poor." *(Carbondale Leader,* May 13, 1879, p. 2)

Here is the article that was published in the *Carbondale Advance* of May 24, 1879:

"Saratoga in May." / If success is any mark of real merit, then is this place worthy of the high reputation it has long had. Through all these hard times, when other towns have seen their glory trail in the dust, here everything looks bright and flourishing. / Hotels, boarding houses, and private residences, all are furnished with fresh paint and other adornments, waiting for their summer guests. And what a crowd of visitors! what piles of money they must bring with them to supply the wants of their army of hack drivers, waiters, hotel-keepers, and caterers! / The hotels are marvels of magnificence. No description can do justice to them, nor convey to one who has not seen them a proper idea of their splendor. There is nothing of the kind in all the world. Take the United States Hotel for an example. It occupies an entire block, with an area of seven acres of ground. It is six stories high, and if the buildings were in one continuous line they would stretch out over 1,400 feet. But they are in form of a square, enclosing a park adorned with lofty trees, ornamental shrubbery and fountains—an enchanting fairy scene. Here every afternoon and evening a fine band discourses elegant music, while the guests may promenade over a quarter of a mile of broad piazzas, or lounge upon the chairs. / The town itself is a perfect gem of beauty. The streets clean and well paved, lined with double rows of elms which spread their long branches across to interlace each other, forming a verdant archway as far as the eye can reach. Nothing is allowed that will offend the taste. Every piece of paper, or a stone, or particles of rubbish is picked up and all the streets and door-yards, fences and dwellings are put in holiday attire. / A stranger coming here would imagine that there are no poor people—that everyone is rich and living in elegance. / But the fact is just the other way. There are no rich, except the transient residents. The whole population is dependent on the visitors. It is a city of hotels and boarding houses. Their living comes entirely from the visitors. They have no other source of income except the sale of the waters, and that business is in the hands of a few individuals. Here the waters are free to everybody. No charge is made for any quantity whether it be a single drink

or a pailfull. It is the policy of the people to make the place as attractive for visitors as possible. Hence they beautify it more and more every year. The profits of the waters go largely into these local improvements. / While the mass of the people earn a precarious support by taking boarders, letting out rooms, and in various ways ministering to the wants of the thousands who annually resort here. Whether there is any real benefit from the use of these waters is a question which admits of no general answer. The fact that for half a century the demand for them has been growing: that from the poor Indian who resorted here to be cured of his maladies, down through the years that have passed since, all the various classes of invalids have given testimony in their favor, speaks strongly of their virtues. Yet happier are they who do not need them—who can stay at home and do their work without such help." *(Carbondale Advance*, May 24, 1879, p. 3)

A 6-minute change in the arrival time of the Saratoga Express at Scranton was announced in the May 31, 1879 issue of the *Carbondale Advance,* as follows:

"The Saratoga going south leaves here [Carbondale] as before at 3:24 P.M., but reaches the D. L. & W. Depot, at Scranton, at 4:06, six minutes earlier." *(Carbondale Advance,* May 31, 1879, p. 3)

Shown below is a schedule of Delaware and Hudson Canal Company, arriving and departing trains, Saratoga, NY, July 21, 1879. The ticket agent at the D. & H. C. Co.'s Depot there was D. K. Wilson. This schedule was sold on E-Bay on February 2, 2017.

DELAWARE & HUDSON CANAL CO.

ARRIVAL OF TRAINS AT

1879. **SARATOGA.** 1879.

FROM THE NORTH.

7.50 A. M. Ex.—From Rutland, Whitehall and Caldwell, via Glens Falls.

12.32 P. M. Ex.—From Caldwell, Glens Falls and Fort Edward, with Drawing-Room Car from Glens Falls.

3.40 P.M.Ex.—From Montreal, Rouse's Point, Plattsburgh, Baldwin, Fort Ti., Caldwell via Glens Falls; also Plattsburgh and Burlington, via Lake Steamer to Fort Ti. Drawing-Room Cars from Montreal and Boston.

6.23 P. M. Mail.—From Rutland, Whitehall and Way; also from Baldwin, through Lake George, via Glens Falls. Drawing-Room Cars from Glens Falls and the White Mountains.

11.55 P. M. N. Y. Ex.—From Montreal, Rouse's Point, Plattsburgh and Whitehall, with Sleeping Car from Montreal.

FROM THE SOUTH AND WEST.

12.30 A. M. Montreal Express.—From New York, Boston, Albany and Troy, with Sleeping Cars from New York.

8.30 A. M. St. Louis Ex.—From Schenectady and the West.

8.55 A. M. Mail.—From New York, Albany Troy and Way. Drawing-Room Car attached, Albany to Fort Ticonderoga.

10.40 A. M. Accom.—From Troy and Albany.

11.20 A. M. Accom.—From Schenectady and the West.

2.25 P. M. 1st Saratoga Special.—From New York Albany, and Troy, with Drawing-Room Cars from New York. Through car from Albany by 1.00 P. M. Local to Troy.

2.40 P. M. Passenger.—From Carbondale, Scranton, Binghamton, Cooperstown, Sharon Springs, Schenectady, and the West.

2.50 P. M. Ex.—From New York, Boston, Albany and Troy, with Drawing Room Cars from Saratoga to Montreal.

5.50 P. M. Pass.—From Schenectady and the West, Buffalo and Niagara Falls, with Drawing-Room Car from Niagara Falls.

6.45 P. M. Ex.—From New York, Albany and Troy, with Drawing-Room Cars from New York to Glens Falls.

8.15 P. M. Day Boat Special.—From Albany and Troy, leaving upon arrival of Day Boat from New York. Drawing-Room Car from Boston.

9.00 P. M. 2d Saratoga Special.—From New York, Albany and Troy, with Drawing-Room Cars from New York. Through car from Albany, via 7.15 P.M. Local to Troy.

THEO. VOORHEES, *Superintendent,* JOS. ANGELL, *Gen'l Pass'r Agt.*

July 21, 1879.

DELAWARE & HUDSON CANAL CO.

DEPARTURE OF TRAINS FROM

1879. **SARATOGA.** 1879.

FOR THE NORTH.

12.35 A. M., Montreal Express.—Sleeping Car attached for Montreal.

9.15 A. M., Mail.—For Whitehall, Rutland and Fort Ticonderoga. Connecting with Lake Champlain Steamers; also connects at Baldwin with Lake George Steamer, arriving at Caldwell at 3.45 P. M. Drawing Room Cars attached for Boston and the White Mountains; also for Fort Ticonderoga.

3.00 P. M., Montreal Express.—For Montreal and Way; connects at Glens Falls for Caldwell. Drawing Room Car attached for Montreal.

6.55 P. M., Express.—For Rutland and Way; connects at Glens Falls for Caldwell. Drawing-Room Car attached for Glens Falls.

FOR THE SOUTH AND WEST.

12.00 Midnight, N. Y. Express.—For Troy, Albany, Boston and New York. Sleeping Car attached for New York.

7.00 A. M. Day Boat Special.—For Albany and Troy. Connects at Albany with Day Boat for New York, and with Express Train on Susq. Div. for Sharon Springs, Cooperstown, Scranton, and Binghamton.

8.00 A. M. Ex.—For Troy, Albany, New York and Boston.

8.45 A. M. 1st Special.—For Troy, Albany, New York and Boston. Drawing-Room Cars for New York & Boston.

8.50 A. M. Pass.—For Schenectady and the West. Drawing-Room Car attached for Niagara Falls.

12.45 P. M. 2d Special.—For Troy, Albany, Boston and New York; also, Sharon Springs, Cooperstown and Binghamton, via Albany. Drawing Room Cars attached for New York.

12.50 P. M. Pass.—For Schenectady and the West.

4.00 P. M. N.Y. Ex.—For Troy, Albany and New York. Drawing-Room Cars for New York.

4.05 P. M. Passenger.—For Schenectady and the West.

6.15 P. M. Steamboat Express.—For Troy and Albany, connecting with Night Boats and Train for New York. Drawing-Room Car attached for Albany.

6.35 P. M. Mail.—For Troy and Albany, connecting with Night Boats and Train for New York. Drawing-Room Car attached for Albany.

9.45 P. M. Pass.—For Schenectady and the West.

THEO. VOORHEES, *Superintendent.* JOS. ANGELL, *Gen'l Pass'r Agent.*

July 21, 1879.

(AD22-5M-7-23-79.)

Shown below is a schedule of excursions from Saratoga that were available to visitors at Saratoga in July 1879. This schedule was sold on E-Bay on February 2, 2017.



VISITORS
AT
SARATOGA

SHOULD NOTICE PARTICULARLY THE FOLLOWING

CHEAP EXCURSIONS!

AUSABLE CHASM & RETURN.

Delaware & Hudson Canal Co.	to	Fort Ticonderoga.
D. & H. C. Co. or Cham. Tr. Co.	to	Port Kent.
Harper's Stage Line	to	Ausable Chasm.
Harper's Stage Line	to	Port Kent.
D. & H. C. Co. or Cham. Tr. Co.	to	Fort Ticonderoga.
D. & H. Canal Co.	to	Saratoga.

Through Rate, $6.50. Good for THREE Days from date of sale.

AUSABLE CHASM & RETURN.

D. & H. Canal Co.	to	Fort Ticonderoga.
D. & H. C. Co. or Cham. Tr. Co.	to	Port Kent.
Harper's Stage Line	to	Ausable Chasm.
Harper's Stage Line	to	Port Kent.
D. & H. C. Co. or Cham. Tr. Co.	to	Fort Ticonderoga.
D. & H. Canal Co.	to	Baldwin.
Lake George Steamer	to	Caldwell.
Lake George Stage	to	Glens Falls.
D. & H. Canal Co.	to	Saratoga.

Through Rate, $8.00. Good for THREE Days from date of sale.

MONTREAL & RETURN.

D. & H. Canal Co.	to	Fort Ticonderoga.
D. & H. C. Co. or Cham. Tr. Co.	to	Plattsburgh.
D. & H. Canal Co.	to	Rouses Point.
Grand Trunk Railway	to	Montreal.
Grand Trunk Railway	to	Rouses Point.
D. & H. Canal Co.	to	Plattsburgh.
D. & H. C. Co. or Cham. Tr. Co.	to	Fort Ticonderoga.
D. & H. Canal Co.	to	Saratoga.

Through Rate, $10.00. Good for TEN Days from date of sale.

MONTREAL & RETURN

Same as above, including a side trip into Ausable Chasm and return, from Port Kent.

Through Rate, $10.50. Good for TEN Days from date of sale.

THREE DAY TICKETS sold **Friday** are good to return on the following **Monday.**

THE ABOVE TICKETS ARE SOLD BY

E. A. NORTHRUP, Ticket Agt., 1st door south U. S. Hotel.

C. E. BENEDICT, Ticket Agt., No. 324 Broadway.

D. K. WILSON, TICKET AGT., D. & H. C. CO.'S DEPOT.

EXCURSION TICKETS

THROUGH

LAKE GEORGE

AND RETURN,

GOOD FOR TWO DAYS,

Via BALDWIN or GLENS FALLS, can be purchased at any of the Company's Offices, at the

LOW RATE OF $5.

TIME TABLE AND DESCRIPTION OF ROUTE.

Leave SARATOGA 9.15 a. m., arrive FORT TICONDEROGA 11.50 a.m.; dine on board steamer Vermont; leave FORT TICONDEROGA via Excursion Train at 12.40 p. m., arriving at BALDWIN 12.55 p. m., leaving immediately for a delightful steamboat ride through LAKE GEORGE on the new and elegant steamer Horicon, arriving at CALDWELL, head of the lake, 3.40 p. m , thence by "Concord Coach" to GLENS FALLS, arriving in time to connect with train arriving in SARATOGA at 6.23 p. m.

The above is laid out for a **One Day Trip,** but holders of tickets, if they prefer, can stop over at any point along the route, provided they use their tickets through to destination within **two days** from date of sale.

☞ **Do not neglect to take this trip before leaving Saratoga.** It is a delightful way of spending the day, combining as it does, a journey by railroad, steamboat and stage, through a country noted for its beauty.

Tickets bought on **SATURDAY** will be good for the return passage on the following **MONDAY.**

TICKETS may be purchased, and full information will be given, with folders showing route and connections, upon application to

E. A. NORTHRUP, Ticket Agent, 1st door south of the United States Hotel.
C. E. BENEDICT, Ticket Agent, No. 324 Broadway.
D. K. WILSON, Ticket Agent, Delaware & Hudson Canal Co.'s Depot.

The southbound Saratoga train on Monday, December 5, 1881, was several hours behind schedule because of an accident that took place at Center Village on the north side of the state line. The following account of the accident was published in the December 9, 1881 issue of the *Carbondale Leader:*

"The Saratoga train bound southward was several hours behind schedule time on Monday, in consequence of an accident which happened to the engine at Center Village, on the north side of the State line. A plate securing one of the trucks got away from its bolts and the engine was thereby disabled. Another engine brought the train in and the disabled one was repaired during the night." *(Carbondale Leader,* December 9, 1881, p. 4)

Given in the timetable shown below, from the May 26, 1882 issue of the *Carbondale Leader,* is the schedule of the Saratoga Express:

SARATOGA EXPRESS

GRAVITY ROAD

JEFFERSON BRANCH

RAILROAD DIRECTORY.

DELAWARE & HUDSON CANAL CO. R. R.

Trains leave CARBONDALE for SCRANTON at 6.20 a. m., 8.20 a. m., 12.30 p. m., 3.45 p. m. and 5 p. m., arriving at Scranton 7.45 a. m., 9.10 a. m., 1.24 p. m., 4.28 p. m. and 5.55 p. m.

Trains leave SCRANTON for CARBONDALE at 6.20 a. m., 10 a. m., 2 p. m. and 7.05 p. m., arriving at Carbondale 7 a. m., 10.58 a. m., 2.25 p. m. and 8.05 p. m.

SARATOGA EXPRESS leaves SCRANTON 6.20 a. m., Carbondale 7 a. m., arriving at Albany 2.10 p. m., and Saratoga 2.25 p. m. Returning, leaves Saratoga 7 a. m., Albany 8.30 a. m., arriving at Carbondale 3.45 p. m. and Scranton 4.28 p. m.

Trains via GRAVITY ROAD leave CARBONDALE 8 a. m. and 3.50 p. m. arriving at Honesdale 9.30 a. m. and 5.05 p. m. Returning, leave Honesdale 6.40 a. m. and 3 p. m., arriving at Carbondale 8.20 a. m. and 5 p. m.

JEFFERSON BRANCH accommodation trains leave CARBONDALE going North 11 a. m. and 3 p. m. Returning, leave Susquehanna 6.05 a. m., arriving at Carbondale 10.25 a. m. and leave Nineveh 9.35 a. m., arriving at Carbondale 2.40 p. m.

Carbondale Leader, May 26, 1882, p. 1:

Published in the February 24, 1883 issue of the *Carbondale Advance* is the following D&H timetable for the Saratoga Express:

"SARATOGA EXPRESS. / Leave Scranton for Saratoga at 6.00 a.m., arriving at Carbondale 6.40 a.m., Nineveh 9.05 a.m., Oneonta 10.18 a.m., Albany 2.00 p.m., Troy 3.00 p. m., Schenectady 1.20 p.m., Saratoga, 2.00 p.m. / Returning—Saratoga Express, leaves Saratoga at 7.00 a.m., Schenectady 7.35 a.m., Troy 8.18 a.m., Albany 8.30 a.m., Oneonta 12.00 p.m., Nineveh 1.27 p.m., Carbondale 3.45 p.m., arriving at Scranton, 4.28 p.m. / The above train now stops at stations on the Jefferson Branch."*(Carbondale Advance,* February 24. 1883, p. 3)

On Monday, February 16, 1885, the heaviest snow storm in five years took place in the Northern, Western, and part of the Middle States, blocking the railroads and turnpikes in all directions. The Saratoga Express train running between Carbondale and Nineveh was delayed about 48 hours by the snow drifts. In the February 21, 1885 issue of the *Carbondale Advance,* we read:

"The heaviest snow-storm in five years was that of Monday. The railroads and turnpikes were blocked in all directions and sections of the Northern, Western and part of the Middle States. The Saratoga Express train running between here and Nineveh was delayed about 48 hours by the snow drifts. The snow drifted terribly and rendered many railroads in the east and west useless for travel and traffic. The cold has also been extreme in many places." *(Carbondale Advance,* February 21, 1885, p. 3)

In late August 1885, extra cars were added to the Saratoga Express in order to accommodate the hop-pickers. In the *Carbondale Leader* of August 28, 1885, we read:

"The Saratoga express has been running extra cars for the last week to accommodate the hop-pickers." *(Carbondale Leader,* August 28, 1885, p. 4)

On April 19, 1886, a new departure time from Scranton for the Saratoga Express and a new arrival time in Carbondale for the Saratoga Express were announced. Here is that announcement from *The Journal* of April 22, 1886:

"A new timetable went into effect on the Del. & Hud. Railroad on Monday. The Saratoga express now leaves Scranton at 5.20 a.m., arriving at this city at 6.00. It now arrives at Albany at 3.45 p.m., and reaches Scranton at 4.30. The noon train leaves for Scranton at 11.25 a. m., five minutes earlier than heretofore. The time of the other passenger trains to and from Scranton is not changed. An additional train leaves this city for Honesdale at 4.30 p.m." *(The Journal,* April 22, 1886, p. 3)

In early June 1886, the D&H put on sale round trip tickets, good for 30 days, to all principal points on the Albany and Susquehanna and the Rensselaer and Saratoga Divisions. Here is the announcement of that sale that was published in *The Journal* of June 3, 1886:

"In a few days the Del. & Hud. Canal Co. will put on sale round trip tickets to all principal points on the Albany and Susquehanna and Rensselaer and Saratoga Divisions, good for 30 day." (*The Journal*, June 3, 1886, p. 3)

That sale on round trip tickets to points on the A&S and the R&S divisions began on June 8, 1886, when the D&H offered travelers, among other specials, a twenty percent discount on round trip tickets to Saratoga, Albany, and Troy from Scranton, Carbondale, and intermediate points. "The Company," said the *Carbondale Leader,* "are evidently disposed to make it easy for travelers from this section to reach the far-famed 'village of springs.' " Here is the announcement of those reduced fares from the *Carbondale Leader* of June 8, 1886:

"Reduction of Fares on the D. & H. North. / The Del. & Hud. Co., E. A. Wheeler, L. P. and F. Ag't, have issued a table of 'Round trip passenger rates North,' allowing a discount of twenty per cent. from former fares between Scranton and Carbondale and intermediate points, and Saratoga, Albany and Troy. From Carbondale the round trip fare to Saratoga *via* Schenectady is $9.20; *via* Albany, $10.37. 'Season' round trip tickets to Saratoga *via* Schenectady are only $8.37. The Company are evidently disposed to make it easy for travelers from this section to reach the far-famed 'village of springs.' / A proportionate reduction also extends to Whitehall, Rutland, Vt.; Plattsburgh, and Rouse's Point. / These tickets will be on sale on and after today." *(Carbondale Leader,* June 8, 1886, p. 4)

On July 17, 1886, a collision and smashup took place at Thompson on the Jefferson Branch which caused a two-hour delay in the arrival of the Saratoga Express at Carbondale. The details on this accident are given in the following article from *The Journal* of July 22, 1886:

"Collision at Thompson / A collision and smashup occurred at Thompson on Saturday by which the Saratoga Express, due here at 3:45 p. m., was delayed two hours. Erie Extra Coal 9, Geo. Phillippi, conductor, which had made a stop at the station, was run into by the D. & H. Extra Coal 9, J. B. Tillsley, conductor. The D. & H. engine, of which J. H. Brink was engineer, and the Erie caboose were badly wrecked, but no one was injured. The cause of the accident was the failure to flag the D. & H. train in time to allow the engineer to slacken his speed." (*The Journal*, July 22, 1886, p. 3)

With the connecting of the Union Railroad from Scranton to Wilkes-Barre to the Delaware and

Hudson Railroad system in 1886, several changes in personnel on the Saratoga Express took place, but the headquarters of the Saratoga Express remained at Green Ridge, as heretofore. In the November 11, 1886 issue of *The Journal*, we read:

"The D. & H. Trains. / The connecting of the Union Railroad from Scranton to Wilkes-Barre to the Del. & Hud. Railroad system, has necessitated many changes in the crews of the passenger trains. / David R. Nicol, for several years the popular conductor of the Saratoga Express, now runs from Green Ridge to Wilkes-Barre, with Eugene Hayden, engineer, and Eugene Wonnacott, baggage master. Headquarters at Green Ridge. / William Histed, of this city [Carbondale], has charge of another passenger train between Green Ridge and Wilkes-Barre, with headquarters at Wilkes-Barre. Jacob Butzman, engineer. / Lewis Cook, the former baggage master of the Saratoga Express, is now conductor of the same. S. S. Cobb is still engineer, and James A. Nicol has been appointed baggage master. The headquarters of this train is at Green Ridge, as heretofore. As the Saratoga Express does not leave Scranton until 10.00 o'clock a. m., this crew also run the 7 a. m. train from Scranton to this city, and the 8.20 a. m. train from here to Scranton. / Wm. Rosser, conductor, with D. C. Benscoter, engineer, runs the trains from this city to Scranton at 7.00, and 9.50 a.m., and 1.00 p. m. / E. Skeels, conductor, with Alex. Copeland, engineer, and Horace Daley, baggage master, run the trains from here to Scranton leaving at 11.20 a.m., 5.20 and 8.15 p.m. This last train is run through to Wilkes-Barre by this crew, returning at 11.50 p.m." *(The Journal,* November 11, 1886, p. 3)

Here are three news articles from *The Journal* from March 1887 about E. Skeels, who is named in the article on the Saratoga Express given immediately above:

1. "Under the new D. & H. time table Conductor Skeels' train makes one round trip from Green Ridge to Wilkes-Barre in addition to the three trips from here to Scranton and return each day. The train which leaves here at 1 o'clock p. m. runs to Scranton, back to Green Ridge, thence to Wilkes-Barre, and returning reaches this city at 5:47 p.m." (*The Journal,* March 3, 1887, p. 3)

2. "During the illness of Conductor Skeels, this week, his place on the passenger train has been filled by George Ferrel, of this city." (*The Journal,* March 10, 1887, p. 3)

3. "Conductor Skeels has recovered from his illness and is again in charge of his train." (*The Journal,* March 24, 1887, p. 3)

On April 22, 1887, the Saratoga Express was delayed about an hour near Ararat Summit because a huge rock had rolled from the high embankment near there to the center of the track. Fortunately, the train was stopped in time by Engineer Cobb and an accident did not take place. In *The Journal* of April 28, 1887, we read:

"The Saratoga Express was delayed about an hour on Friday afternoon by a huge rock which had rolled into the centre of the track from the high embankment near Ararat Summit. The obstruction was discovered by the engineer, who stopped the train, and the rock had to be broken and removed piecemeal before the train could proceed on its way." (*The Journal,* April 28, 1887, p. 3)

Here is the account of that incident at Ararat Summit on April 22nd that was published in the *Carbondale Leader* of April 23, 1887:

"A BOULDER ON THE TRACK. / The Saratoga Express Delayed by a Massive Rock Between the Rails. / The Saratoga Express was over an hour late yesterday afternoon, but few people knew the cause of its delay in arriving here. Near Ararat Summit the rails run for some distance through a rock cut, the high stone wall on either side running up almost perpendicular many feet above the cars. As the train was rushing through this cut yesterday afternoon, Engineer Cobb detected an obstruction on the track a short distance ahead and immediately put the brakes down. Not a minute too soon, however, for the locomotive when stopped was almost upon a huge boulder lying directly in front It had broken loose from one of the banks which hem the track and rolled into its dangerous position. / An attempt was made to shove it off with the pilot of the engine, but even with the weight of the train's many tons and the power of the locomotive's ponderous wheels, it could not be budged. It was necessary to break it in pieces before it could be removed and it took a full hour to do this, the passengers watching the operation with shudders as they thought of what 'might have been.' Through this place the speed is about thirty miles an hour and it takes only an ordinary imagination to picture what possibly would have occurred if the obstruction had been just around one of the many short curves, or if the ever vigilant eye of Engineer Cobb had not been on the lookout." *(Carbondale Leader,* April 23, 1887, p. 4)

In an article in the April 28, 1887 issue of the *Carbondale Leader,* Chief Dispatcher Swift, while acknowledging the fine work performed by Engineer Cobb in avoiding an accident at Ararat Summit on April 22nd (see above article), noted that "On all places along the line [the Jefferson Branch of the Erie] where any danger whatever is liable to occur the Erie Company keeps a watchman whose duty it is to patrol the track and report any weak spots in the rails, rocks, bridges or roadbed. Besides this the whole branch is gone over once a year, a thorough examination of the line made and repairs done wherever needed. So you see it is next thing to impossible for an accident to occur." The fact that an Erie watchman notified Engineer Cobb before his train reached the boulder on the track that there was a boulder on the track up ahead is proof, said the *Carbondale Leader,* that the Erie and its employees take great care to avoid accidents. Here is the article in question from the *Carbondale Leader:*

"HOW ACCIDENTS ARE PREVENTED. / The Jefferson Branch Is Patrolled Every Day and Examined Every Year. / 'The Jefferson branch rock-cuts are not as dangerous as your article, 'A Boulder on the Track,' would lead people to believe,' said Chief Dispatcher Swift to a *Leader* representative. The credit you give to Engineer Cobb is deserved, for he is one of the most careful of engineers, but he was flagged by a watchman on Friday when the Saratoga express was delayed by a rock. On all places along the line where any danger whatever is liable to occur the Erie Company keeps a watchman whose duty it is to patrol the track and report any weak spots in the rails, rocks, bridges or roadbed. Besides this the whole branch is gone over once a year, a thorough examination of the line made and repairs done wherever needed. So you see it is next thing to impossible for an accident to occur. Of course as long as there are railroads accidents will occur, but at present the Erie has as few from negligence as any road in the country. / The article referred to was not intended as a reflection on the 'Old Reliable' or its management. The accident was one which will happen even on the best regulated railroads and the fact that a watchman was on hand before the train appeared proves Mr. Swift's assertion as to the care that is taken." *(Carbondale Leader,* April 28, 1887, p. 4)

1887: **"AN ELEGANT EXCURSION. / All Aboard for Saratoga Springs Over the Popular D. & H. Railroad. /** The excursion that the Snapper Club, of Wilkes-Barre, has organized, and which will leave the Valley on the morning of August 2, an advertisement of which appears elsewhere in this issue, will be a very large one. / This excursion is made at the very height of the season at that resort, and it is the third week of the exciting running, steeple chase and hurdle races. / On the way to Saratoga the excursionists—those of them who may wish to go—will be entitled to tickets to the following places at the following rates: / Mt. McGregor and return, (where Gen. Grant died,) $1.00 / Lake George and return, $2.75 / Montreal and return, via Lake Champlain, $7.50 / To Quebec and return from Montreal, $5.00 / Tickets good for ten days to return on any regular train. Reduced rates have been secured at the Saratoga hotels. Plenty of room at $2.00 and $3.00 a day. All the passengers on the excursion train will be assigned to a hotel before they get to Saratoga, and they can take their choice of hotels at $2.00 or $3.00 a day. / This special excursion train will leave Wilkes-Barre at 9:20 o'clock in the morning of the second day of August and will arrive at Saratoga Springs at 6:30 the same evening. / Trains will leave Scranton at 10:10 a. m., and run through to Saratoga without change of cars, and return by way of Albany and Troy on any regular train. Excursionists can stop off at Albany and Troy. / This is to be the excursion of the season, and all who fail to 'take it in' will regret it." *(Carbondale Leader,* July 23, 1887, p. 4)

"R. N. D." was a member of an excursion party to Saratoga in early August (possibly late July), 1887 and wrote the following glowing account of the excursion there. Most interestingly, he discourses on the "supposed" attraction of Saratoga for visitors to Saratoga and the "real" attraction for those visitors there. Here is R. N. D.'s account of "a most delightful excursion" from Carbondale to Saratoga that was published in the *Carbondale Leader* of August 9, 1887:

"THE SARATOGA EXCURSION. / One Who Attended Gives a Description of the Party's Trip. / Although the number attending the excursion must have disappointed the managers of the affair, the enjoyment of those who participated was unalloyed. Creeping up the steep grade to Ararat Summit, the highest railroad station in the State, then plunging downward toward the Susquehanna under the great stone viaduct of the Erie and then winding along the every beautiful Susquehanna through continually varying scenery gave the excursionists a most exhilarating ride. / We were obliged to pass many points of interest that would well repay an extended visit, such as Howe's Cave, a limestone cavern several miles in extent and said to be the next in size to the Mammoth. The thriving town of Schenectady, and Ballston, the former rival of Saratoga, were soon passed, the train arriving at Saratoga at 6 p.m., a half an hour ahead of the advertised time. / The chalybeate acidulous saline springs are *supposed* to be the attraction at Saratoga. The most famous of these springs is the Congress, which is surrounded by a most beautiful park to which an admission fee of ten cents is charged. To most of the others a five cent admission fee is charged, but to some admission is free and the drinkers may pay the dipping by or not, as he chooses. Although these springs, about twenty in number, are quite close together they all differ in the relative amount of mineral matters. All have been analyzed by eminent chemists and as great parade is made of these analyses as the baking powder manufacturers make of theirs. / But we said these springs are the *supposed* attraction, and it then may be asked 'What is the *real* attraction?' / This can be answered in one word, Fashion. The fashionable people go there to show their wealth, dress, beauty or equipage and thousands of people who are *not* fashionable go there to see them. But, after all, what pleasanter place could one find for passing the summer. The town is orderly; the hotels the best in the world; the walks and drives beautiful and music and flowers everywhere. One can not blame those who can afford time and money for living at this great summer resort. But going to Saratoga for health is a fiction nine times out of ten. / Through the courtesy of Chas. F. King, president of the National Summer School of Methods, we were invited to the session of the school during which Prof. Payne, of Michigan University, was addressing the school. This school has three annual sessions and brings together in its faculty and students the most noted educators of the country. / A moonlight-ride down the Hudson, a visit to some of the sights of New York city, a day-ride up the Hudson passing the many noted places whose names are embalmed in history, fiction, song and poetry, a visit to the magnificent capitol at Albany and the ride home completed a most delightful excursion. / R. N. D." *(Carbondale Leader,* August 9, 1887, p. 4)

On September 2, 1887, a well dressed man made an attempt to board the Saratoga Express as it was pulling out of the station in Carbondale. Fortunately, by sheer force of his arms he held on and swung his legs around when he dropped from the moving train. Here is the account of this incident that was published in the *Carbondale Leader:*

"Yesterday morning a well dressed man, but nevertheless foolhardy, attempted to board the Saratoga express after it started out of the station. In doing it he slipped, his legs going under the

car. By sheer force of his arms he held on and swung his legs around when he dropped from the moving train. It is nothing but good luck which gives him the use of his legs to-day." *(Carbondale Leader,* September 3, 1887, p. 4)

In February, 1888, Jasper Gritman was promoted to the rank of engineman on the Saratoga Express. That we know from his biographical portrait that was published in the September 15, 1928 issue of *The Delaware and Hudson Company Bulletin,* wherein we read:

"In 1887 he [Jasper Gritman] had his first experience as an engineman. In February, 1888, he was finally promoted to the rank of engineman, and assumed duty on the Saratoga Express, a crack passenger train, since abandoned, running between Scranton and Nineveh. . . " (Biographical portrait of Jasper Gritman, pp. 275-276, September 15, 1928 issue of *The Delaware and Hudson Company Bulletin)*

"Within convenient distance" from Saratoga and on the D. & H. main line is Lake Champlain. There, in July 1890, the Hotel Champlain, "without doubt the finest and most complete summer hostelry in the country," was opened. Here is a description of the Hotel Champlain that was published in *Carbondale Leader* at the time of that hotel's opening:

"HOTEL CHAMPLAIN. / An Elegant New Hostelry Just Opened on the D. & H. Main Line. / Three miles south of Plattsburgh, on the direct line of the Delaware & Hudson Railroad is located the new and superb Hotel Champlain, without doubt the finest and most complete summer hostelry in the country. Overlooking Lake Champlain from the summit of a bluff some 200 feet above the level of its waters, it commands a magnificent view of this inland sea that occupied so important and romantic a place in the early history of our nation. The appointments and furnishings of the Hotel are at once elegant and artistic. It is built upon the solid rock, and all about is the primitive forest while its sanitary arrangements are as perfect as genius has been able to devise and art to secure. About three sides of the house extend piazzas twenty feet in width, affording an unbroken promenade over 1,000 feet long. / Geographically, the Hotel Champlain has many advantages, it being accessible by both rail and boat. . . The great Adirondack Mountains, too, are easily reached from here, Saranac Lake—the heart of the Adirondacks—being but a four hours' journey by rail. Lake George and Saratoga are each within convenient distance while Montreal is only seventy-four miles northward." *(Carbondale Leader,* July 23, 1890, p.3)

The following account of the placings in the five horse races at Saratoga, "the Fashionable Seaside Course," on opening day, July 24, 1890, were published in the *Carbondale Leader* of July 25, 1890, as follows:

“THE SARATOGA RACES. / Opening Day at the Fashionable Seaside Course—The Results. / SARATOGA, N. Y., July 24. Thursday was the opening day of the Saratoga Racing association. The weather was cool and showery. The attendance was large. / The first race was the Introductory Scramble of five furlongs. Blue Rock first, Worth second, Geraldine third. Time 1:02 ½ / Second Race—The Flash stakes, for 2-year-olds; half a mile. Monterey first, Sallie McClelland second, Palestine third. Time, 49 ¾ / Third Race—Travers stakes; one mile and a half. Sir John first, Frontenac second, Burlington third. Time 2:39 / Fourth Race—One mile and a sixteenth; purse. King Crab first, Lavinia Belle second, Australitz third. Time, 1:49 ¾ / Fifth Race—Three quarters of a mile; purse. Bradford first, Pall Mall second, B. B. Million third. Time, 1:16.” *(Carbondale Leader,* July 25, 1890, p. 4)

Here are the results of the five horse races at Saratoga on July 29, 1890, as published in the *Carbondale Leader* of July 30, 1890:

“THE SARATOGA RACES. / A Large Attendance at the Track Despite the Threatening Weather. / SARTOGA, N. Y., July 29.—Notwithstanding the cloudy and threatening aspect of the weather there was a large attendance at the race track Tuesday. The card, however, containing as it did the American Hotel and Excelsior stakes, was an attractive one and probably accounted for the crowd. There were five events on the programme. / .The first race was a three-quarter mile dash, and was won quite easily by Lady Pulsifer, with Blue Rock second and Rainbow third. Time 1:12 ¾. / The second race, for the American Hotel stakes, was for 3-year-olds; distance one mile. Considerable interest centered on this event. Ruperta, the favorite, won, with Sir John second and Isaac Lewis third. Time, 1:44. / The third event was a five-eighths of a mile dash for 2-year-olds. Void won, Rosaline filly second, Retreat filly third. Time, 1:04 ½. / The fourth race was for the Excelsior states, and among the starters were such cracks as Kingston and Los Angeles. Kingston was a hot favorite in the pools and was heavily backed. The distance was one mile and a quarter. Los Angeles finished first, with Kingston second and Teuton third. Time, 2:11 ¾. / The fifth race for the day was a selling one, distance one mile. It was won by Royal Garter, Hopeful second and Whitenose third. Time, 1:45.” *(Carbondale Leader*, July 30, l890, p. 4)

Here are the results of the five horse races at Saratoga on Monday, August 11, 1890, as published in the *Carbondale Leader* of August 12, 1890:

“THE SARATOGA RACES. / Cool Weather and a Track Too Dusty to Be Fast. / SARATOGA, Aug. 11.—The weather here Monday was cool. The track was in good condition, but a little too dusty to be fast. First Race—Five furlongs. Rainbow first, Carnot second, Golden Rod third. Time, 1:02 ¾. / Second Race—One mile and a furlong. King Crab first, Hypocrite second, Lady Pulsifer third. Time, 1:50. / Third Race—Two-year-olds; five furlongs. Ma Belle

first, Allen Bane second, Avalon third. Time, 1:03 ¼. / Fourth Race—Three-year-olds; one mile. Worth first, Foxmede second, Princess Limo third. Time 1:41 ½. / Fifth Race—One mile and seventy yards. Pullman first, Birthday second, Barrister third. Time, 1:48 ¾."(*Carbondale Leader,* August 12, 1890, p. 4)

On November 20, 1890, D&H Engineer Alexander Copeland retained his presence of mind and avoided a serious accident when the Saratoga Express, because of a misplaced switch, turned into the short siding that leads to the turntable near the Dickson works in Scranton. Here is the account of that accident that was published in the *Carbondale Leader* of November 21, 1890:

"ALMOST A WRECK. / The Saratoga Express Runs on to a Turn-table. / The Saratoga express on the Delaware & Hudson narrowly escaped being wrecked yesterday afternoon. Some one had left the switch near the Dickson works open and the train was turned into the short siding that leads to the turntable. The engineer, Alexander Copeland, retained his presence of mind, promptly applied the air brakes and had slowed up the train before the engine struck the turntable. The engine ran along the frame work of the table, came to a stand still, and Engineer Copeland stepped of to examine the machine and investigate the damage done. / The passengers scarcely had time to discover that the train had left the main line. When the danger was all over, they were informed that a serious accident had been avoided by the cool-headed man who occupied the cab. The coaches were drawn to the station by a yard engine and the wrecking crew were ordered to take the locomotive from the turn table. / The accident did not interfere with the regular running of trains and at 10 o'clock last night the passenger engine was backed out of the siding, little worse for the shaking up it received while bumping over the frame work of the whirligig. The wreck gang did their work so smoothly that the engine was in its place on the rails before the public learned of the accident." *(Carbondale Leader,* November 21, 1890, p. 4)

Here is the schedule for the Saratoga Express, as published in the *Carbondale Leader* of July 27, 1891. Note that in 1891 the Saratoga Express stopped at all stations on the Jefferson Branch.

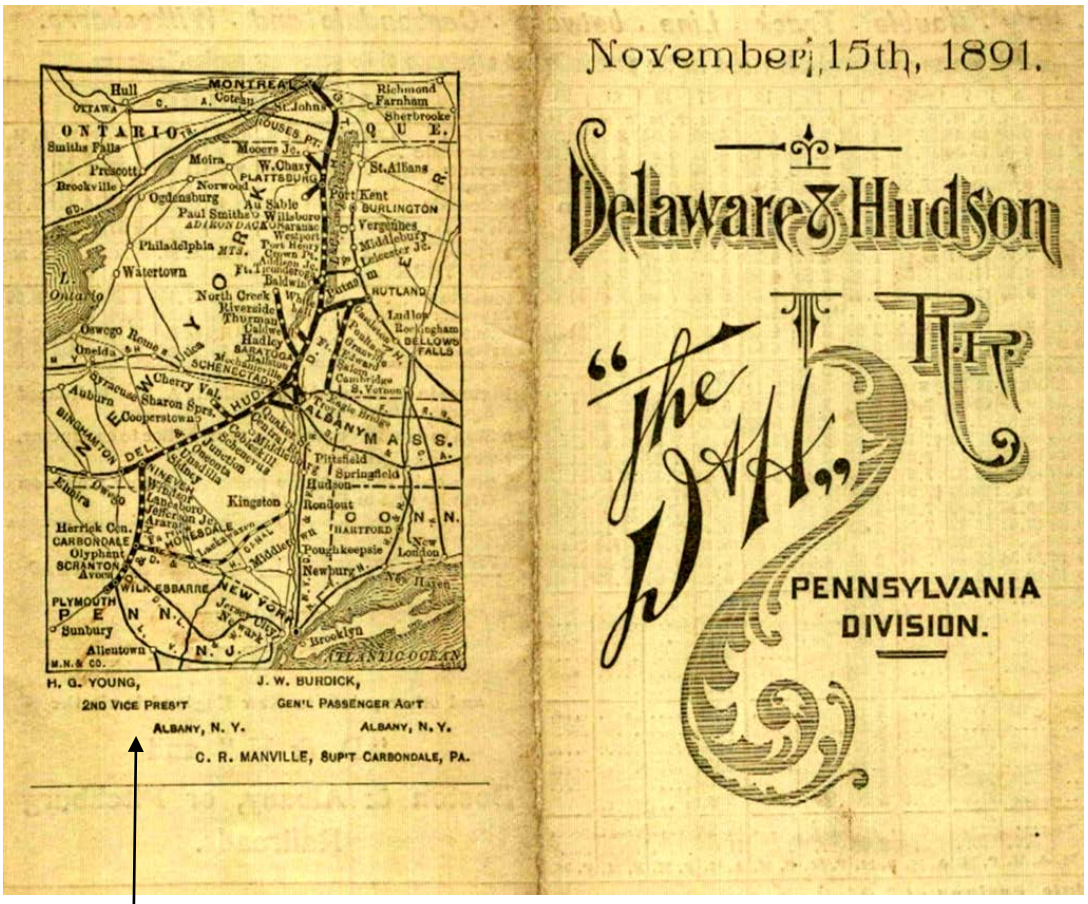
"Saratoga express leaves Carbondale for Saratoga, Albany and the north at 6.25 a.m.; arrive at Carbondale from Albany and Saratoga at 3.07 p.m., stopping at all stations on the Jefferson branch. . . *(Carbondale Leader,* July 27, 1891, p. 3)

The results of the five horse races at Saratoga on August 21, 1891 were published in the *Carbondale Leader* on the following day. Here are those results:

"THE SARATOGA RACES. / A Big Crowd, a Fast Track and Cloudy Weather at the Spa. / SARATOGA, Aug. 21--Between 3,000 and 4,000 people witnessed the racing on the Saratoga

track. The course was fast; the weather cloudy. All but one of the five events had big entries. / First Race—Purse, $400; three quarters of a mile. Inferno, first; Dr. Hasbrouck, second; Lord Harry, third. Time, 1:28 ½. / Second Race—Selling; purse, $400, four and a half furlongs. Foreigner, first; Bonny Burke, second; Cottonade, third. Time, 0:56. / Third Race—Purse, $450; one mile. Racine, first; Tanner, second; Lady Pulsifer, third. Time, 1:42. / Fourth Race—Purse, $400; five furlongs. Orinoco, first, Lady Unde, second; Gratitude, third. This race was divided and made fourth and fifth. Time, 1:03. / Fifth Race (split from fourth)--Five furlongs. Woodbena, first; Bengall, second; King Mac, third. Time, 1:03. / Sixth Race—Selling purse, $400; three quarters of a mile. Centaur, first; Luray, second; Busteed, third. Time, 1:16 ¼." *(Carbondale Leader,* August 22, 1891, p. 4)

Here is a D&H promotional piece for the Pennsylvania Division of the D&H, dated November 15, 1891, in which the Hotel Champlain, and Saratoga are celebrated/promoted. The original of this piece is in the collection of the Lackawanna Historical Society, Scranton.

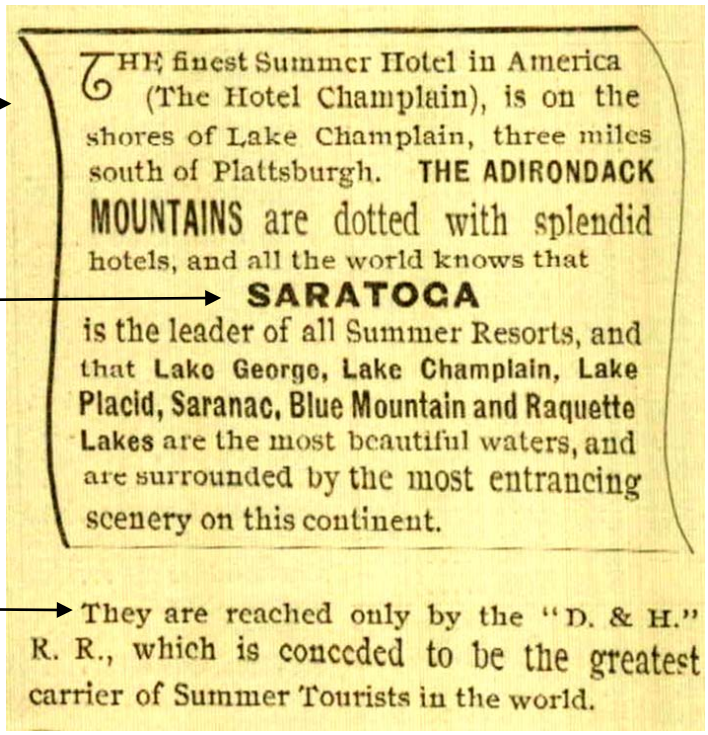


D&H officials: H. G. Young, 2nd Vice President, Albany, NY; J. W. Burdick, General Passenger Agent, Albany, NY; C. R. Manville, Superintendent, Carbondale, PA

The Hotel Champlain

Saratoga

"They [Hotel Champlain] and Saratoga] are reached only by the 'D. & H.' R.R., which is conceded to be the greatest carrier of Summer Tourists in the world [emphasis added]."



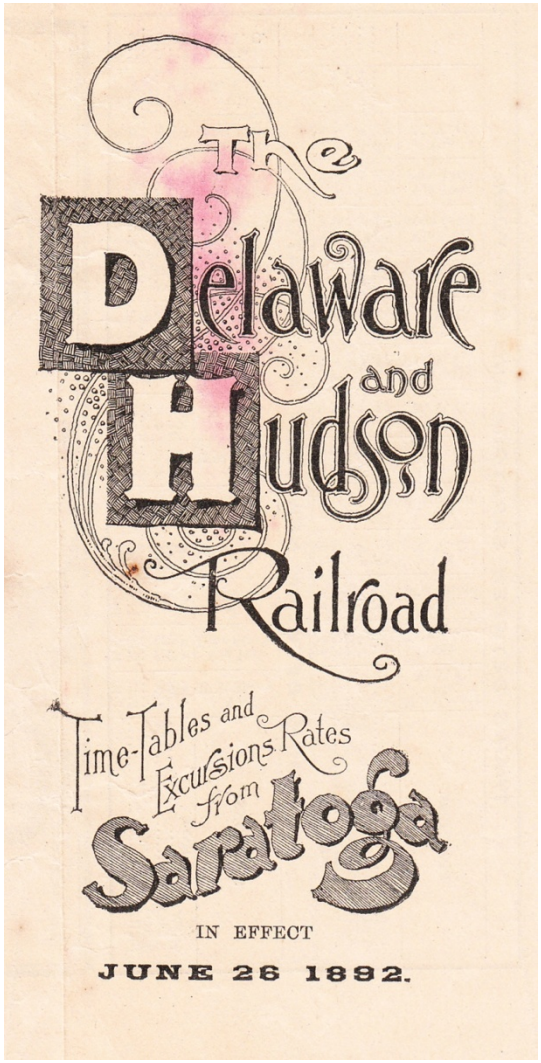
THE finest Summer Hotel in America (The Hotel Champlain), is on the shores of Lake Champlain, three miles south of Plattsburgh. THE ADIRONDACK MOUNTAINS are dotted with splendid hotels, and all the world knows that

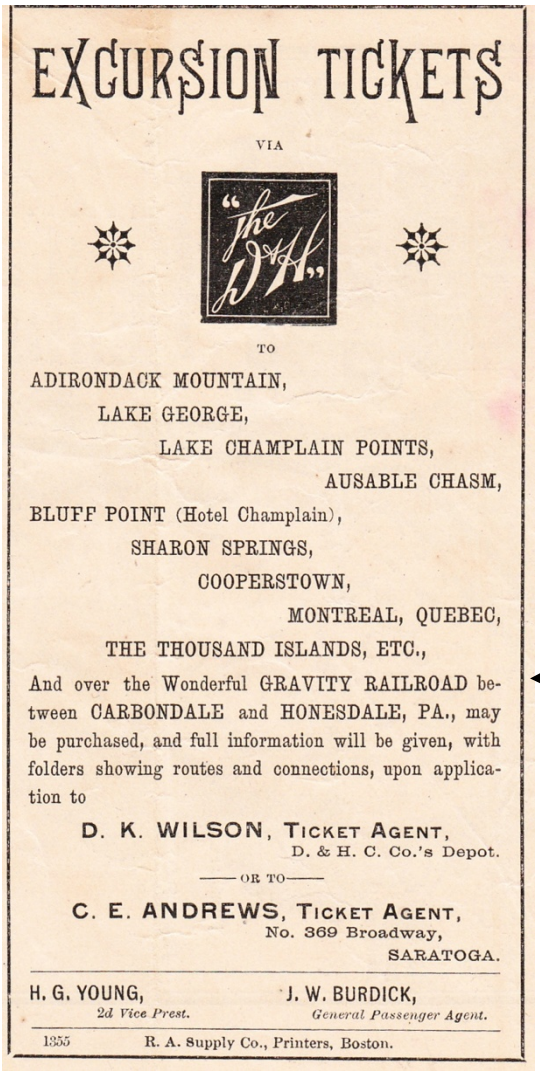
SARATOGA

is the leader of all Summer Resorts, and that Lake George, Lake Champlain, Lake Placid, Saranac, Blue Mountain and Raquette Lakes are the most beautiful waters, and are surrounded by the most entrancing scenery on this continent.

They are reached only by the "D. & H." R. R., which is conceded to be the greatest carrier of Summer Tourists in the world.

Time-Tables and Excursions Rates from Saratoga, June 26, 1892. Note that ". . . the Wonderful GRAVITY RAILROAD between CARBONDALE and HONESDALE" is promoted in this timetable as an excursion destination:





"And over the Wonderful GRAVITY RAILROAD between CARBONDALE and HONESDALE, PA. . . ."

John Walsh, fireman on the south-bound Saratoga Express on August 23, 1892, was killed in a frightful accident near Archbald station when the driving rod on the left side "snapped and like a flash of lightning" and whipped through the cab where Walsh was sitting." The gruesome details on this horrible accident are reported in the following article that was published in the *Carbondale Leader* on the following day, as follows:

"MET A HORRIBLE DEATH. / Fireman Walsh, of the Saratoga Express, Hit by a Driving Rod. / John Walsh, fireman on the Saratoga express, which left this city at 4:10 yesterday afternoon, met a frightful death near Archbald station. The train was running at a high rate of speed around a curve when the driving rod on the left side snapped and like a flash of lightning

was whipped through the cab where Walsh was sitting. The rod hit Walsh, passing through his abdomen, throwing him through the roof of the cab out on the track and dragging him along several yards until the train stopped. As soon as the train was stopped Engineer William McDonnell went to where Walsh was lying and found him dead. / The fireman's intestines were scattered about in a horrible manner and nearly every bone in his body was broken. His left arm was torn from the socket. He was terribly mangled from his shoulders to his knees. Walsh's watch and chain were found embedded in his intestines. / After tearing its way through Walsh's body, the rapidly revolving rod crashed through the floor of the cab, smashing it into kindling wood. After some repairs it was found practicable to run the engine through with one driving rod. Walsh's remains were taken aboard and carried to the Providence station, from whence they were removed to his home in the Second ward. The unfortunate man was twenty-seven years of age, and is survived by a wife and three children. He made yesterday's trip in the place of another man, and it was the first time he was ever on that run. The engine is No. 6[?], and was recently brought from the repair shops." *(Carbondale Leader,* August 24, 1892, p. 4)

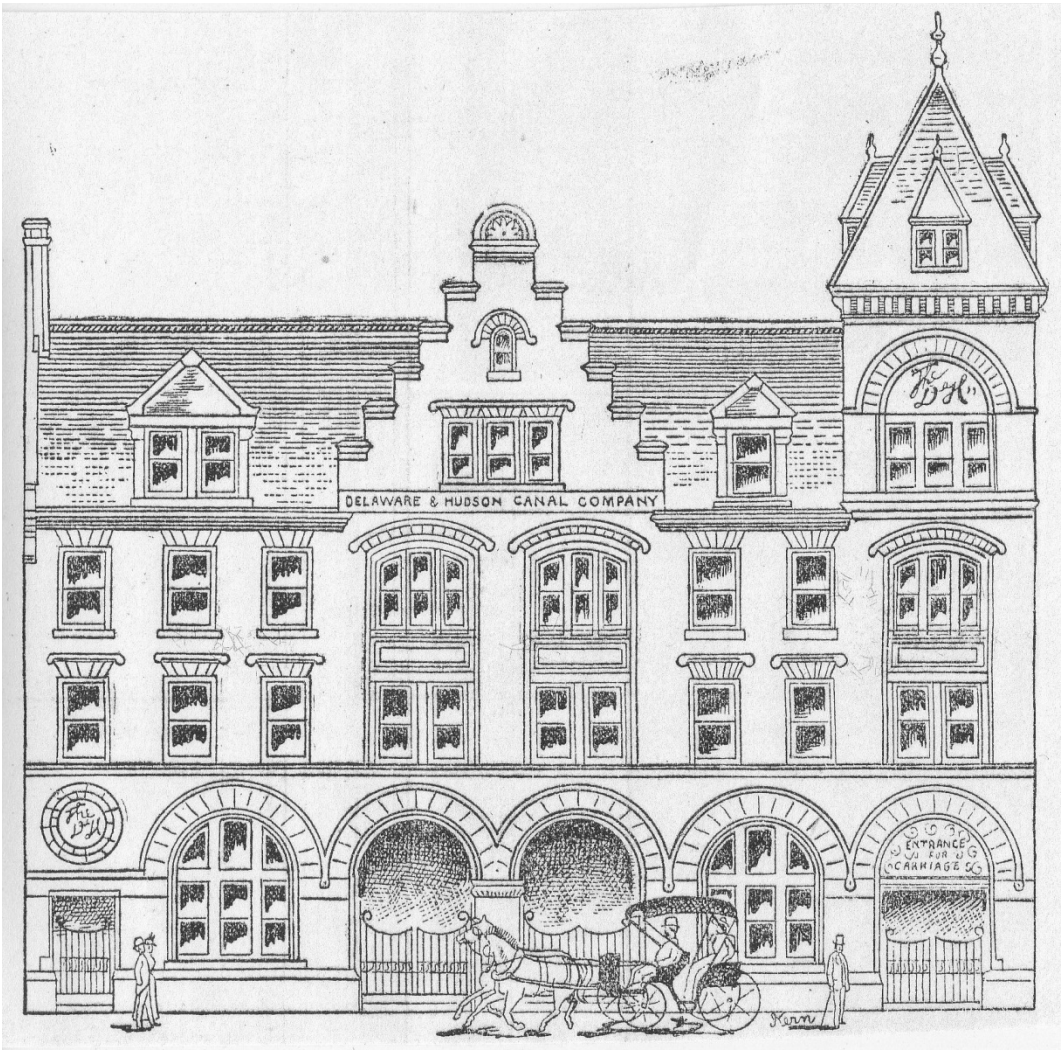
From the article titled **"THE NEW D. & H. STATION. / It Will Be opened for Business Monday Morning**" that was published in a Scranton paper in July (probably on the 28th or 29th) 1894 we learn that the first train to leave the new D&H station (opened on Monday, July 30, 1894) on Lackawanna Avenue in Scranton was the Saratoga Express, which departed at 5 A.M.

In the article titled "NEW D. & H. DEPOT" that was published in a Carbondale newspaper—probably the *Carbondale Leader*—on Tuesday, July 31, 1894, there are many interesting details about the crew of that Saratoga Express, as well as the second train to depart from the new D. & H. Depot. Here is that article:

"NEW D. & H. DEPOT / Open in Scranton for the First Time Yesterday Morning. / The new depot of the Delaware & Hudson company in Scranton was opened under auspicious circumstances yesterday morning. At an early hour the employees were on hand. When the time announced for the first train to leave there was a large crowd at the station to see the first train pull out. T. A. Brasher, the superintendent of the Wrought Iron Range company of St. Louis, Mo., had the honor of purchasing the first ticket. The first train was in charge of conductor John A. Michal run by the following crew: S. S. Cobb, engineer; J. J. Roberts, messenger; William Beatty, fireman; James Linsey, baggage master; and Fred Shipton and William Cooper, brakemen. The next train to steam out of the station was a special excursion of St. John's congregation of the south side, consisting of nine cars. During the entire day the new depot was visited by hundreds of persons."

Shown below is the line drawing that accompanies the above article titled “THE NEW D. & H. STATION / It Will Be Opened for Business Monday Morning” that was published in a Scranton paper, probably on July 28 or 29, 1894.

The first paragraph of that article is as follows: “The opening of the new passenger depot of the D. & H. Canal Company on Lackawanna avenue for business Monday morning marks an interesting event in the history of the corporation. The accompanying sketch is a faithful likeness of the new structure, which makes such an imposing appearance in the business centre of the city.”



The 1894 D&H Station in Scranton was located on the North side of Lackawanna Avenue.

Over the years, floral fetes were held at Saratoga. The idea of an annual floral fete at Saratoga originated in 1894 with Franklin Smith, then proprietor of the House of Panza, who had seen the pageants held in Nice and Santa Barbara.

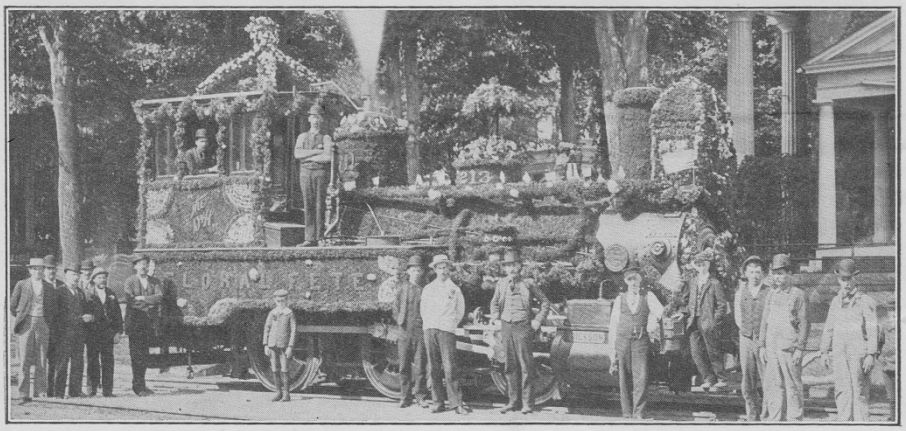
From the biographical portrait of Franklin Smith ("Developing Saratoga Spa") that was published in the July 15, 1930 issue of *The Delaware and Hudson Railroad Bulletin*," pp. 213-15, 221-22, we learn much about these floral fetes, the first of which took place in 1895, and in which "the Delaware and Hudson Company entered a float 25 feet long, by 7 feet 4 inches high, which represented locomotive 210, a small American type engine, complete with wheels, motion work, pilot, headlight, steam and sand domes, bell, cab, and tender. Two youngsters were put in the cab to act as 'engine crew.' The float won the first premium."

So successful was this first floral fete, that the D&H, with an eye to increasing passenger traffic to Saratoga, went all out in its preparation for and participation in the second floral fete in 1896. Remarkably, 35,000 passengers traveled to Saratoga to witness the second floral fete. In Smith's biographical portrait, we read:

"Seeing an opportunity to increase their passenger traffic, Delaware and Hudson officials sent to New Orleans and purchased twenty floats which had been used in the Mardi Gras parade. Every coach that could be borrowed from the New York Central, Central Vermont, New Haven, and other roads, was pressed into service to handle the 35,000 passengers who came to Saratoga Sprigs to witness the second floral fete. Other floral fetes were held in later years, in all but the last of which, Delaware and Hudson employes entered floats. Engines and cars in the local yards were decorated annually with flowers and moss grown either in the old hot house at Green Island or at other points along the line." *(The Delaware and Hudson Railroad Bulletin,* July 15, 1930, "Developing Saratoga Spa.," pp. 213-15, 221-22; quoted here from 214-215)

Presented in the July 15, 1931 issue of *The Delaware and Hudson Company Bulletin*, p. 212, is a photograph of the 1896 Floral Fete Car (Switcher 213), to and from which 29 special passenger trains were operated. Here is that photograph, with its very informative caption:

At Saratoga in 1896



IT took Foreman J. F. OSBORN and his force two weeks' spare time to gather the flowers and moss used to decorate switcher 213 for the Saratoga Floral Fete of September 1896, to and from which 29 special passenger trains were operated. Included in the photograph are: MR. OSBORN; Yardmaster D. DILLOWAY; Engineman W. A. ASHTON, in cab; Fireman CORBIN WINNIE, on running board; Conductor T. J. SKINNION; and Trainmen E. BARNUM, G. ENSIGN, J. NILES, and S. SCHAUBER.

212

The Saratoga Express was 90 minutes late in arriving at Carbondale on February 1, 1898, possibly because of extreme winter weather. Road conditions were such that on February 1 "Two engines were connected to all passenger trains north of the city and no effort was made to move coal after ten o'clock." In the *Carbondale Leader* of February 2, 1898, we read:

"TWO ENGINES REQUIRED. / It took a Double Amount of Power to Pull Trains Yesterday. / The Saratoga express due here at four o'clock did not arrive until 5:30 yesterday. The delay was due to a failure to make connections on the Albany & Susquehanna, however, as only ten minutes was lost in coming from Nineveh. Two engines were connected to all passenger trains north of the city and no effort was made to move coal after ten o'clock. Today trains are running as usual." *(Carbondale Leader,* February 2, 1898, p. 5)

The D&H tracks and the O&W tracks were parallel and relatively close to each other at several points from south of Uniondale to Scranton. On February 3, 1898, the southbound D&H train (Engine No. 63, the Saratoga Express, three cars) and the southbound O&W train (Engine No. 70, two cars) ran more or less opposite each other for the twenty-five minute run from south of Uniondale to Scranton, where "the mahogany cab of the 63 and the black cab of the 70 went into

Scranton together like a team of well matched horses." Here is the account from the *Carbondale Leader* of this side-by-side run from Uniondale to Scranton:

"PASSENGERS ENJOYED IT. / The Brilliant Run Made by D. & H. and O. & W. Trains Yesterday—Railway Notes. / Engines 63 and 70 of the Delaware & Hudson and Ontario & Western roads, respectively, made a brilliant run down the valley yesterday afternoon. The former was attached to the Saratoga express and was on time. The through train on the Ontario & Western was twenty-five minutes late and this brought the two trains opposite at Uniondale with a twenty-five minute run ahead of them on parallel tracks. No efforts were made to race by the engineers but the passengers became very much interested in the movements of the trains. First one would be slightly ahead; then the other. The Saratoga express was the heavier as it has three cars to two on the other train. This difference was somewhat made up by the fact that O. & W. train stopped at three more stations between this city and Scranton than did its competitor. As it was the mahogany cab of the 63 and the black cab of the 70 went into Scranton together like a team of well matched horses." *(Carbondale Leader,* February 4, 1898, p. 5)

In an effort to do away with the annoyance of dust raised by the movement of rail cars over the rail lines, the D&H oiled the main line between Albany and Saratoga in August 1899, and the results were "greatly noticeable" About this oiling project, we read the following the August 24, 1899 issue of the *Carbondale Leader:*

"OILING THEIR ROAD BED. / Experiments Being Made by the Delaware and Hudson on Main Line. / The officials of the Delaware & Hudson Co. are experimenting with oil, on their main line, to do away with the annoyance of dust, and it has so far proved highly successful. Vice President H. G. Young says: / 'The main line between Albany and Saratoga has been oiled and the results are greatly noticeable. Passengers traveling over the road are entirely free from the annoyance of dust. Although the innovation is quite expensive for the company, yet we believe that the appreciation of the traveling public warrants the outlay. The oil used is a specially prepared high test fluid, with an odor that passes away in a few hours, and hence is practically odorless. The company has built a special car for use in distributing the oil, provided with projecting sprinkler arms similar to those used on street sprinklers. The car moves over the tracks at a speed of four or five miles per hour, and the effect of the sprinkling is immediate. One thorough application of the oil will last a year.' " *(Carbondale Leader,* August 24, 1899, p. 5)

The D&H Saratoga Express, we know for certain, was run during the period 1873-1899. We have not yet learned the exact date when the Saratoga Express was discontinued by the D&H.

1638

Boston Express

The first mention of the D&H passenger train that would become known as the Boston Express is in the D&H timetable that went into effect on March 17, 1890. Therein, the D&H announced that on Monday, March 17, 1890, a new passenger train would be added to the D&H fleet, a night train south, leaving Nineveh at 8:35 P.M., arriving at Carbondale at 10:50 P.M., arriving at Wilkes-Barre at 12:25 A.M.

About that new train from Nineveh to Wilkes-Barre, we read the following in the D&H Timetable that went into effect on March 17, 1890:

“This arrangement [the night train from Nineveh to Wilkes-Barre] will make a fine route from Boston through to Wilkes-Barre with splendid connections, the A. & S. train leaving Albany at 4 p. m., connecting with this train.”

Here is that D&H timetable that went into effect on March 17, 1890, as published in the *Carbondale Leader* of March 14, 1890, p. 4:

A NEW PASSENGER TRAIN.

It Will Go South From This City at 10:50 p. m.

A new time table will go into effect next Monday on the Delaware and Hudson road, in which the Company has made one of the most enterprising moves in years. It is in the addition of a night train south the need of which has long been felt all through the valley, and which will undoubtedly pay the company well eventually, if not immediately. The train starts at Nineveh at 8,35 p. m., arrives at Jefferson Junction at 9:25, Forest City at 10:35, Carbondale at 10:50, Jermyn at 11:00 and Archbald at 11:05, reaching Scranton at 11-35 and arriving at its destination, Wilkes-Barre, at 12:25 a. m. This arrangement will make a fine route from Boston through to Wilkes-Barre with splendid connections, the A. & S. train leaving Albany at 4 p. m., connecting with this train.

It will especially benefit Carbondale since it will give persons down the valley an opportunity to spend the evening here and return home the same night. It will bring many parties from Archbald, Jermyn and Mayville to this city, and other pleasure parties which have heretofore been obliged to stay away or stay over night—and they generally stayed away—can now visit their freinds here, enjoy a long call and get home in quite a seasonable time for bed.

The local train now leaving here at 6:20 p. m. will leave at seven o'clock.

These train are the only new features of the revised time table of the steam road. On the Gravity there is one slight alteration, the last train in the evening leaving Honesdale five minutes later—5:25—and arriving here five minutes later—6:50.

Enterprising move on the part of the D&H: a night train south, leaving Nineveh at 8:35 P.M., arriving at Carbondale at 10:50 P.M., arriving at Wilkes-Barre at 12:25 A.M.

"This arrangement [the night train from Nineveh to Wilkes-Barre] will make a fine route from Boston through to Wilkes-Barre with splendid connections, the A. & S. train leaving Albany at 4 p. m., connecting with this train."

One slight schedule modification on the Gravity Railroad: the last train from Honesdale now leaves at 5:25 P.M. and arrives at Carbondale at 6:50 P.M.

The first reference in print that we have discovered to the Boston Express is in the D&H timetable that was published in the June 12, 1890 issue of the *Carbondale Leader*. Therein the arrival times of the north-bound Boston Express at Scranton, Carbondale, and Nineveh are given. The Boston Express, we also learn from this timetable, stopped at all stations on the Jefferson Branch of the Erie. Here is that timetable:

Carbondale Leader, June 12, 1890, p. 3

Railroad Time Tables.

Ten trains daily from Carbondale to Scranton!

D. & H. C, Co.—Trains leave Carbondale for Scranton at 6.55, 8.20, 9.50, 11.10 a.m. and 1.00 3.30, 5.20, 7.00 8.30 and 10.50 p. m. Leave JERMYN 10 minutes later.

Nine trains daily from Scranton to Carbondale!

Trains leave Scranton for Carbondale at 7.00, 8.30, 10.10, 12.00 a. m., and 2.17, 3.30, 5.10, 7.25 and 11.13 p. m. Arrive at JERMYN 35 minutes later. Saratoga express leaves Carbondale for Saratoga, Albany and the north at 11.00 a. m.; arrive at Carbondale from Albany and Saratoga at 3.25 p. m., stopping at all stations on the Jefferson branch.

"A train known as the Boston Express will leave Scranton at 2:17 p.m., arriving at Carbondale at 3:05; leave at 3:13 arriving at Nineveh 5:18, stopping at all stations on the Jefferson branch."

A train known as the Boston Express will leave Scranton at 2:17 p. m., arriving at Carbondale at 3:05; leave at 3:13 arriving at Nineveh 5:18, stopping at all stations on the Jefferson branch.

Six passenger trains, daily, both ways, Carbondale to Honesdale on the Gravity Railroad.

Trains on the Gravity road leave Carbondale for Honesdale at 7.55, 9.40 and 11.10 a. m., 1.25, 3.10 and 6.09 p. m.

Leave Honesdale for Carbondale at 6.50 9.30 and 11.20 a. m., and 1.20, 3.30 and 5.25 p. m.

ERIE.—Trains on the Carbondale Branch leave Carbondale for Susquehanna at 8.05 and 10.00 a. m. and 7.15 p. m (connecting with fast trains east,and west). Leave Susquehanna at 6.30 a. m. (express) 8.05 a. m. and 5.25 p. m., arriving at Carbondale at 9.35 a. m., 12.05 and 6.50 p. m. Trains on main line leave Susquehanna Eastward *1:00, 5:20, 8:00, 11:20 a. m., 5.20 p. m. arriving at New York 7:30, 11.07 a. m. 3 37, 5:22, 11:07 p. m. Westward *12.01, 3:05, 5:20 a. m. 3:29, 9:00 p. m. for Hornellsville, Buffalo, Salamanca and the West Daily.

A Sunday special train has been put on the Branch, leaving Carbondale 8:30 a. m.; returning, leave Susquehanna at 4.15 p. m., arriving at Carbondale at 5.45.

Two trains daily, Carbondale to Honesdale to New York City

For New York via Honesdale, leave Carbondale on Gravity trains at 9.40 a. m. and 3.10 p. m. arriving in New York at 5.07 and 11.15p, m.

D. L. & W. trains leave Scranton for New York and Philadelphia at 1.50, 2.55, 5.19, 8.00 and 9.50 a. m., 1.03 and 4.31 p. m.; arrive at New York 7.10, .30, 10.04 a. m.. and 12.30, 3.00, 5.30 and 9,50 p. m. arrive at Philadelphia at 9.55 a. m., 1.20, 3.56, 7.30 and 9.30 p. m. Leave Scranton for Buffalo at 2·15 a. m., 1.42, 11.50 p. m., for Elmira at 6.15 p. m.; for Binghamton at 8:10 a. m. and 12.44 p. m.

The D&H Boston Express is listed in the D&H timetable that was published in the C*arbondale Leader,* August 21, 1890, p. 3

"A train known as the Boston Express will leave Scranton at 2:17 p.m., arriving at Carbondale at 3:05; leave at 3:13 arriving at Nineveh 5:18, stopping at all stations on the Jefferson branch."

New York, Ontario & Western trains from Carbondale to and from, Jermyn, Scranton, Forest City and New York City.

"Trains between Carbondale and Hancock leave Carbondale at 7.30 and 11.57 a.m. (New York express)."

J. E. Childs was the General Manager of the Scranton Division, which was in operation on July 21, 1890.

Six trains daily, both ways, Carbondale / Honesdale, on the Gravity Railroad

Three trains daily, both ways, Carbondale / Susquehanna, on the New York, Lake Erie and Western Rail Road, with a Sunday special train, leaving Carbondale at 9:35 a.m.; returning, leave Susquehanna at 5.25 p.m., arriving at Carbondale at 6:45 p.m. The return trip to Carbondale on this Sunday train from Susquehanna was accomplished in one hour and twenty minutes!

Railroad Time Tables.

Delaware & Hudson C. Co.

Trains leave Carbondale for Scranton at 6.55, 8.20, 9.50, 11.10 a. m. and 1.00, 3.30, 5.20, 7.00 8.30 and 10.50 p. m. Leave JERMYN 10 minutes later.

Trains leave Scranton for Carbondale at 7.00, 8.30, 10.10, 12.00 a. m., and 2.17, 3.30, 5.10, 7.25 and 11.13 p. m. Arrive at JERMYN 35 minutes later.

Saratoga express leaves Carbondale for Saratoga, Albany and the north at 11.00 a. m.; arrive at Carbondale from Albany and Saratoga at 3.25 p. m., stopping at all stations on the Jefferson branch.

A train known as the Boston Express will leave Scranton at 2:17 p. m., arriving at Carbondale at 3:05; leave at 3:13 arriving at Nineveh 5:18, stopping at all stations on the Jefferson branch.

D. & H. Gravity R. R.

Trains on the Gravity road leave Carbondale for Honesdale at 7.55, 9.40 and 11.10 a. m., 1.25, 3.10 and 6.00 p. m.

Leave Honesdale for Carbondale at 6.50 9.30 and 11.20 a. m., and 1.20, 3.30 and 5.25 p. m.

N. Y., Ontario & Western.

Ontario & Western trains leave Carbondale for Scranton at 6.55, 8.35, 10.20 a. m., and 2.00, 3.30 5.05 and 9 30 p. m.

Trains arrive in Carbondale from Scranton at 7.30, 9.10, 11.57 a. m., and 1.40, 4 30, 7.00 and 11.30 p. m.

For New York via Hancock—leave Carbondale at 11.57 a. m., arrive in New York at 7.15 p. m.

From New York—train leaves New York at 7.50 a. m., arriving in Carbondale at 3.30 p. m.

Trains between Carbondale and Hancock leave Carbondale at 7.30 and 11.57 a. m. (New York express).

Trains for Forest City leave Carbondale at 7.30 and 11.57 a. m.

Trains leave Forest City for Carbondale at 8.18 a. m., and 3.15 p. m.

Ontario & Western trains leave Jermyn for Carbondale 7;18, 8;59, 11.46 a. m. and 1;28, 4;19, 6.42 and 11.12 p. m.

Leave JERMYN for Scranton at 7;06, 8;46, 10;31 a m. and 2;11, 3;40, 5;15, 9.40 p. m.

N. Y., L. E. & W. R. R.

Trains on the Carbondale Branch leave Carbondale for Susquehanna at 8.05 and 10.00 a. m. and 7.15 p. m (connecting with fast trains east,and west). Leave Susquehanna at 6.30 a. m. (express) 8.05 a. m. and 5.25 p, m., arriving at Carbondale at 9.35 a. m., 12.05 and 6.50 p. m. Trains on main line leave Susquehanna Eastward *1:00, 5:20, 8:00, 11:20 a. m., 5.05 p. m. arriving at New York 7:30, 11.07 a. m. 3 37, 5:22, 10:37 p. m. Westward *12.01, 3:05, 5:20 a. m. 3:29, 9:00 p. m. for Hornellsville, Buffalo, Salamanca and the West Daily.

A Sunday special train has been put on the Branch, leaving Carbondale 9.35 a. m.; returning, leave Susquehanna at 5.25 p. m., arriving at Carbondale at 6.45.

For New York via Honesdale, leave Carbondale on Gravity trains at 7.55 a. m. and 3.10 p. m. arriving in New York at 5.07 and 11.15p, m.

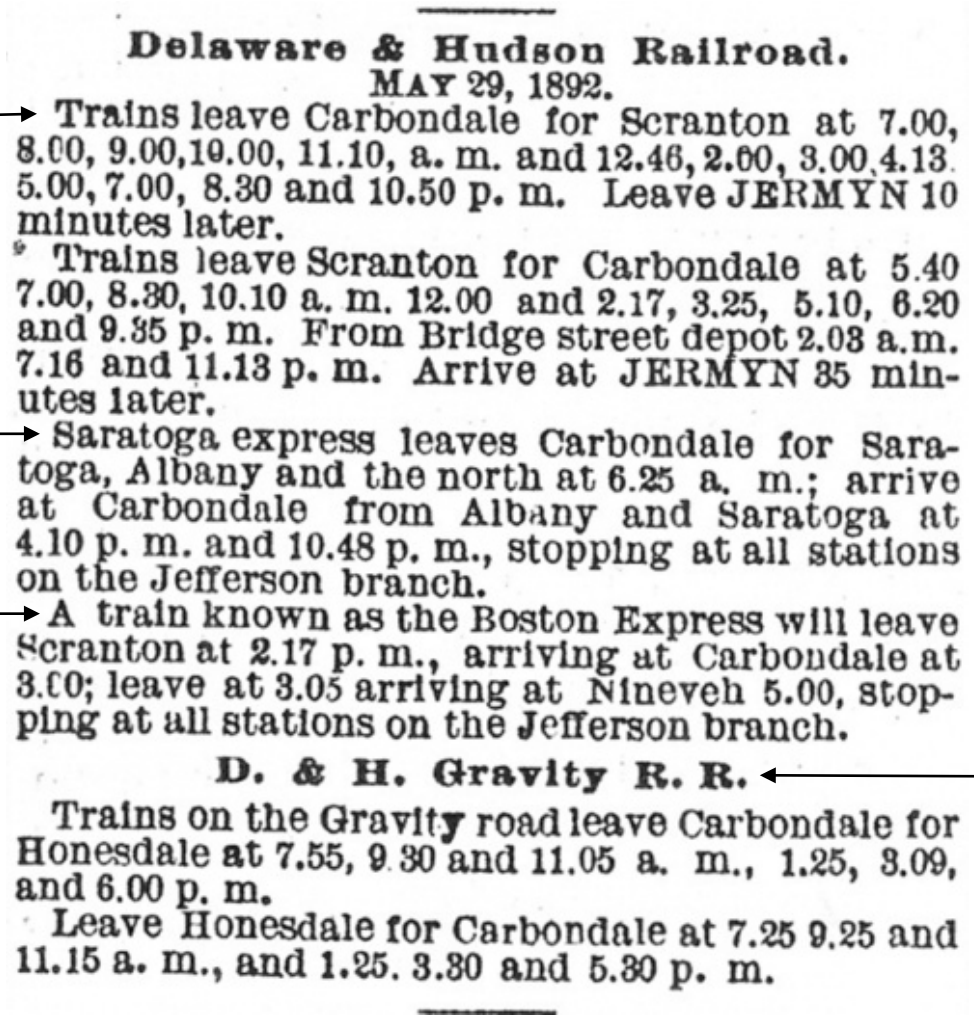
Del. Lack. & Western.

D. L. & W. trains leave Scranton for New York and Philadelphia at 1.50, 2.55, 5.19, 8.00 and 9.50 a. m., 1 03 and 4.31 p. m.; arrive at New York 7.10, 7.30, 10.04 a. m., and 12.30, 3.00, 5.30 and 9,00 p. m. arrive at Philadelphia at 9.55 a. m., 1.20, 5.30, 7.30 and 9.30 p. m. Leave Scranton for Buffalo at 2.15 a. m., 1.42, 11.50 p. m., for Elmira at 6.15 p. m.; for Binghamton at 8:10 a. m. and 12.44 p. m.

In the D&H timetable that was published in the *Carbondale Leader* on July 27, 1891, p. 3, we read the following about the Boston Express:

"A train known as the Boston Express will leave Scranton at 12.20 p.m., arriving at Carbondale at 1.05; leave at 1.10 arriving at Nineveh 3.10, stopping at all stations on the Jefferson Branch. . . *(Carbondale Leader,* July 27, 1891, p. 3)

The schedules of both the Boston Express and the Saratoga Express are listed in the Delaware & Hudson Railroad timetable, that went into effect on May 29, 1892, that was published in the *Carbondale Leader,* October 28, 1892, p. 3



Delaware & Hudson Railroad.
MAY 29, 1892.

Trains leave Carbondale for Scranton at 7.00, 8.00, 9.00, 10.00, 11.10, a. m. and 12.46, 2.00, 3.00, 4.13, 5.00, 7.00, 8.30 and 10.50 p. m. Leave JERMYN 10 minutes later.

Trains leave Scranton for Carbondale at 5.40 7.00, 8.30, 10.10 a. m. 12.00 and 2.17, 3.25, 5.10, 6.20 and 9.35 p. m. From Bridge street depot 2.03 a.m. 7.16 and 11.13 p. m. Arrive at JERMYN 35 minutes later.

Saratoga express leaves Carbondale for Saratoga, Albany and the north at 6.25 a. m.; arrive at Carbondale from Albany and Saratoga at 4.10 p. m. and 10.48 p. m., stopping at all stations on the Jefferson branch.

A train known as the Boston Express will leave Scranton at 2.17 p. m., arriving at Carbondale at 3.00; leave at 3.05 arriving at Nineveh 5.00, stopping at all stations on the Jefferson branch.

D. & H. Gravity R. R.

Trains on the Gravity road leave Carbondale for Honesdale at 7.55, 9.30 and 11.05 a. m., 1.25, 3.09, and 6.00 p. m.

Leave Honesdale for Carbondale at 7.25 9.25 and 11.15 a. m., and 1.25. 3.30 and 5.30 p. m.

Thirteen passenger trains daily from Carbondale to Scranton.

The Saratoga Express and the Boston Express

Six Gravity Railroad passenger trains daily, both ways, Carbondale / Honesdale

Joseph William Wint, whose biographical portrait ("Recalls Days of Link and Pin") that was published in *The Delaware and Hudson Company Bulletin,* pp. 307-308, 317, October 15, 1928, worked on both the Saratoga Express and the Boston Express during his work career with the D&H.

Wint was born at Providence, Pa., November 3, 1860. At the age of five his family moved to Green Ridge, Pa. When he was 15 years of age he first entered the employ of The Delaware and Hudson as assistant to a civil engineer of the Real Estate department by the name of Robert Cannon. During most of his work experience with the D&H he worked as a baggage man. In his biographical portrait, we read:

"During his years in the baggage car on first the "Boston Express" between Wilkes-Barre and Nineveh and later, when his seniority rights entitled him to it, the position on what was then known as the "Saratoga Express" between those points, which corresponds with trains Nos. 506 and 511 at present, Mr. Wint made many friends." (p. 308)

During a blizzard that struck northeastern Pennsylvania on February 13, 1899, leaving snow drifts twelve to fifteen feet high on the Honesdale branch of the D&H, the south-bound Boston Express was snow bound on the Jefferson Branch. In the report on that blizzard that was published in the *Carbondale Leader* on February 14, 1899, we read:

“The Boston express due here at 10 p.m., was at Jefferson Junction at 11:30 p.m., and had not arrived in this city at noon today.”

Here is the complete report on that blizzard that was published in the *Carbondale Leader* of February 14, 1899:

"IN THE PATH OF THE STORM / Carbondale Snow Bound—Trains Run With Greatest Difficulty—The Mails—About Town. / Yesterday's blizzard brought business as near a standstill as possible. But few people were to be seen about the streets and in the different schools about the city but very few pupils were in attendance. The Traction company's lines [the streetcar] were kept open all day and late into the night with a great deal of expense and trouble. Today they were started on schedule time about noon, south but were blocked on Belmont street on account of the water from a bursted frozen fire plug which ran over the tracks for a distance of about three hundred feet and freezing formed a thick layer of ice over the rails. / At noon a force of men were still at work trying to clean the tracks but the task is a very difficult one. / The Delaware & Hudson kept its passenger trains moving as best it could during the morning and afternoon, but when night came with its accompanying increase in the velocity of the wind the fight was given up in despair. The last train to leave for the south was at 7 p. m. and it was

started only with the aid of a yard engine and its destination was reached with the greatest difficulty. The last train to reach here left Scranton at 9:45 p.m. and was fully forty minutes late when it arrived. / The Boston express due here at 10 p.m., was at Jefferson Junction at 11:30 p.m., and had not arrived in this city at noon today [emphasis added]. The Honesdale branch was open during the day but trains were run with great trouble and were all very late. / Today the early morning trains were abandoned, the first trains moving north from Wilkes-Barre and Carbondale respectively at 8 o'clock. After that the regular scheduled trains were run and each made running time. On the Honesdale branch no attempts had been made to get trains through either way up to one o'clock. It is said that the snow is drifted twelve and fifteen feet high at some places along the line. / The mails were all several hours late excepting the Honesdale mail which was only half an hour later than the time scheduled for its arrival. Yesterday's New York papers did not arrive until 10:30 o'clock this morning. / Everybody turned out this morning and shoveled snow and there was plenty of it. In some places fences were out of sight—not the park fence—and at ten o'clock last night a snow bank fully five feet high occupied the driveway between the Main street pavement and the Columbia hose house. About the only fire plug that wasn't 'snowed under' was the one in front of the Episcopal rectory and that is frozen up. The street department men were at work early this morning digging the fire plugs out and making the street crossings possible and the city is rapidly assuming a more habitable aspect." *(Carbondale Leader*, February 14, 1899, p. 5) (emphasis added)

The D&H Boston Express, we know for certain, was run during the period 1890-1899. We have not yet learned the exact date when the Boston Express was discontinued by the D&H.

1639

M*ontreal Limited* and *Laurentian*

Reprinted in the August 2015 issue of the *Bridge Line Historical Society Bulletin*, pp. 24-27, is the article "Dumaine's Trains Of The Laurentian, the Montreal Limited, and the PA's" by Karl R. Zimmermann. The article was originally printed in *Railroading*, No. 41, December 1971. The article is filled with very interesting information on *The Laurentian* and the Montreal Limited. The article begins as follows:

"Late in the summer of 1967, Frederic C. Dumaine, Jr. the new president of the Delaware & Hudson Railroad, made what must have struck many observers as a bizarre and whimsical move. While other railroads were attempting to kill off—either mercifully or brutally—their remaining passenger service, 'Buck' Dumaine acted to upgrade his. Taking the stance that a railroad should run trains, not take them off, he halted attempts to discontinue *The Laurentian,* the day train between New York and Montreal. Immediately Dumaine began replacing services his

predecessors had dropped. Diners went back on, first with leased New Haven cars, then with streamlined units rented from the Chesapeake and Ohio. The big news was the purchase, in October, of twelve cars from the Denver & Rio Grande Western, equipment surplus since the discontinuance of *The Royal Gorge* and *The Prospector:* five coaches, three baggage cars, one baggage-mail car, one café-lounge, and two diners. On November 5, 1967, the first car, a diner, went into service. The others soon followed. / The most magnificent purchase of all, however, were for the head end. The D&H had been, until recently, an all-Alco road, so it may have been only natural that, as replacements for the sturdy but glamorless RS-2's that handled the train since steam was bumped, the choice should be Alco's classic PA-1's. The Santa Fe had some of these 16-cylinder beauties up for sale, and the D&H quickly relieved them of four—AT&SF Nos. 59, 60, 62, and 66, which became D&H Nos. 16 through 19 respectively. . . Smoking up a storm and burling in their off-beat way as they left each station, the sleek PA's also provided the ultimate in style for the revitalized trains. Both locomotives and cars were painted a fetching blue and yellow to set off the stainless steel, the D&H wisely following the Santa Fe's basic pattern of natural steel flanks on the PA's." (pp. 22-23)

In the Zimmerman article, we read the following very interesting material on *The Laurentian* and the *Montreal Limited,* as follows:

"The Laurentian and its overnight counterpart, the *Montreal Limited,* had existed for some time in the shadow of rains like the *20th Century Limited.* Ultimately the more famous names all disappeared, and the D&H's little trains came back into their own, thanks to their [the D&H] new equipment and scenic route. When Amtrak took over intercity passenger service on May 1, 1971, the D&H's were among the most deeply mourned of the many trains lost. Small wonder, because as railroading moved into the 1970s, no finer ride could be found in the East than aboard the cars of the Delaware & Hudson. A marvelous weekend outing to Montreal was available to the New Yorker if he took the *Montreal Limited* north on a Friday evening and returned on Sunday's *Laurentian.* It was an outing the writer and his wife made more than once. / At 10:30 P.M. the Montreal Limited, D&H No. 9, would leave Grand Central as Penn Central No. 63, with through cars to Buffalo and Chicago as well as Montreal. To Montreal would go a baggage car, two Penn Central Pullmans (one with lounge section), and two or more coaches pooled by the D&H, PC, and Canadian Pacific. A comfortable seat in the lounge—either *Woodland Stream* or *Laurel Stream*—was a nice place from which to view the departure over a Scotch and soda. Anticipation of the 7 A. M. customs formalities at Rouses Point usually sent us to our berths early. The next morning a breakfast of Danish and coffee would be waiting on the linen-bedecked tables of the lounge. Although we never found much to catch the eye along the Napierville Junction Railway, the D&H's Canadian subsidiary, we always took note of the stone

station at Lacolle, built for the Canadian customs and grandly Gothic in the style of the D&H's offices in Albany. A little more than an hour after entering Canada, we were engulfed in the gloom of Canadian Pacific's Windsor Station in Montreal. / For scenery, of course, the daylight *Laurentian* was the thing. In its final scheduling, No. 34 left Montreal at 8:45 A.M., just in time for us to head for the diner—either *James Peak* or *Mount Timpanogos*, both of which revealed their Rocky Mountain ancestry through their names. As we finished our bacon and eggs, the spectacular sights began. From Rouses Point to New York there was rarely a dull moment. / Lake Champlain was at one time practically a D&H pond. For years the railroad had a hand in the steamboat business through a subsidiary, the Champlain Transportation Company. Even to the end the scenic value of the lake must have been *The Laurentian's* bread and butter. Railroad brochures had long proclaimed the entire region 'A Summer Paradise.' The 13 miles south of Port Kent were the crème de la crème. Here the line sinuously negotiates the Red Rocks, high above Willsboro Bay. Cuts, tunnels, and spectacular vistas of the lake were the rule, as well as numerous glimpses of the PA up ahead. In this country, we wished for the round-end observation car that the train had carried, courtesy of the New York Central, in an earlier incarnation. The retrospective vantage must have been a fine one for viewing those serpentine rails. / A 'Water-Level Route' in its own right, the line continues south along the short through Westport, Port Henry, and Fort Ticonderoga before reaching Whitehall at the foot of the lake. After paralleling the Champlain Canal from there to Fort Edward, the tracks become land-bound until they recross the Hudson River at Albany-Rensselaer and enter its valley. Here the coach or coaches for New York were cut into PC No. 721 for the ride down through Washington Irving country. / While our car was switched, we would walk forward to admire the big Alco. This locomotive's faults, like those of a clumsy but lovable waif, made it endearing. Neither ecologist nor efficiency expert would be favorably moved by the voluminous exhaust it inevitably flung skyward, yet those billows gave the PA's an animation that other diesels lacked. Or consider the locomotive's greatest drawback, the too-limited capacity of its steam generator of the north country's sub-zero weather. This led the D&H to run the PA's back to back during the cold months, providing an unequaled expanse of photogenic material. / The slack thus caused was taken up0 by the E-8's leased from the Erie Lackawanna, which also provided four ex-*Phoebe Snow* coaches in mid-1970 to round out the D&H passenger fleet. The route of The Laurentian and the Montreal Limited, like the Erie Lackawanna, had become a subsidiary of the Norfolk & Western, and 'Buck' Dumaine had left the D&H. His trains remained. But the Delaware & Hudson Railway (as it has been since 1968) is now out of the passenger business, perhaps forever, as a result of Amtrak. The PA's departed in October 1971—Nos. 16 and 18 under a six-month lease-with-option-to-purchase contract with Steam Tours of Akron, Ohio, Nos. 17 and 19 as trade-ins to General Electric. [The last *Laurentian* departed from Windsor Station on April 30, 1971.] Although New York State has been in fiscal convulsions lately, there still is hope in Albany that money can be found to subsidize the reinstatement of at least one of the trains, possibly next spring./ Meanwhile we'd best cherish what recollections we have. Images of blue and silver whisking over a white carpet of snow. Chime horns crooning in the bitter winter distance. Lake Champlain by moonlight as seen from beneath the shade of bedroom F. For all this, Mr. Dumaine, we thank you. We thank you very much indeed. / --Karl R. Zimmerman."

At the end of the Zimmerman article from *Railroading* in the *BLHS Bulletin,* there are some very good notes (pp. 27-28) on D&H passenger service and on The Laurentian and the *Montreal Limited* that were "compiled with the assistance of Edward F. Gardner, of the National Association of Timetable Collectors, and others." In those notes we read:

". . . The Montreal service was begun in 1875 with a three-day excursion that drew some of the nation's most prominent men. . . There were many small alterations to the New York-Montreal route of nearly 400 miles, beginning in 1876 when a cutoff was opened to Rouses Point and ending with the station change at Albany-Rensselaer. The Montreal terminal was shifted from the Grand Trunk to the Canadian Pacific in 1917. For years some trains ran via Troy rather than Albany. / The D&H operated steamboats and hotels on Lakes George and Champlain, boasted of its 'Wagner vestibule buffet cars" and anthracite-burning locomotives, and promoted is New York-Montreal route as 'The leading Tourist Line of America" and 'The Shortest, Quickest and Best Line.' Probably the earliest of the D&H name trains was the *Saratoga Limited,* [Not true. The Saratoga Express, discussed above, was the first of the D&H name trains.] a summers-only flyer between New York and Saratoga. Before about 1910, and after 1952, there were two trains each way on the Montreal run; between those years there were usually three; and for a while, around 1914, there were four. *The Northern New Yorker* and *Night Express,* both ways; the *New York Express* and *New York Limited* southward, and the *Montreal Day Express* and *Montreal Limited* (previously *Montreal Night Express)* northward. Names vanished during the U. S. R. A era to reappear in the 1920s, when the premier night runs, all-Pullman since 1919, became the new *Montreal Limited* and the premier day service became *The Laurentian,* 'The Finest One-Day Trip in America.' Another name rain, *The Ticonderoga,* offered summer-week-end Pullman service to North Creek during the Depression. Air conditioning came to the Montreal Limited in 1935; *The Laurentian's* parlor cars got it a couple of years later; and from ACF, in 1939, the D&H bought six 76-seat air-conditioned coaches styled by Raymond Loewy. The *Montreal Limited,* briefly at the end of the Second World War when sleepers were scarce, came back in 1946 but lost its all-Pullman status. Before Dumaine the D&H tried to drop *The Laurentian;* then eleventh-hour frowns from New York's Public Service Commission stopped it from using RDC's leased from the Boston & Maine. Then came Montreal's Expo 67, and a temporary traffic boom. After Dumaine, the standards he had set were maintained, except that *The Laurentian's* parlor car came off—an action he had initiated." (pp. 27-28)

The passenger numbers on *The Laurentian* and the *Montreal Limited* are amazing. From *Shaughnessy* (pp. 303-304), we learn that on New Year's weekend, 1928, that the December 29 night train from New York to Montreal was run in four sections with 38 Pullmans and 636 passengers. Returning on the night of January 1st, six sections with a total of 60 Pullmans were required to carry 939 passengers.

A nice photograph, by Tom Richmond, of the D&H's southbound Laurentian as it arrives at Rouses Point, NY, in April 1968, is given in the *BLHS Bulletin,* July 2015, p. 33.

On January 1, 1935, Charles G. Thayer retired on pension from the D&H following 65 years of service. Thayer began working for the D&H in the master mechanic's officer at Green Island as a messenger in 1869. He became a trainman a few years later, and in 1881 began his 53-year career as a conductor, running from Troy and Albany to Whitehall, later to Rouses Point, and, eventually, Montreal.

At the time of his retirement, he was conductor on the *Montreal Limited.* In his biographical portrait ("World's Train Service Record"), published in the April 1, 1935 issue (pp. 51-52, 60) of *The Delaware and Hudson Railroad Bulletin,* we read:

"His particular pride was Locomotive 606, which was assigned to his run. He loves to tell of an incident which occurred in Montreal some years ago, in support of his contention that *The 606* has no superior in America. The *Montreal Limited* having been stopped on a steep grade, Mr. Thayer was offered a 'pusher' to help start his train; however, he called to the superintendent, who was standing nearby, to give *The Limited* the track. That official, looking back over the 21 Pullman cars behind *The 606,* smiled but signaled the towerman to give them the right of way. When the engineman got the green board, 'He walked her up that grade as if she had nothing but a wooden coach or two behind her,' says Mr. Thayer while the superintendent stared in amazement." (p. 60)

Additional information on *The Laurentian* and the *Montreal Limited* is presented in section 1208 (D&H Railroad to Canada (Whitehall to Canada) in Volume XII in this D&H series.

1640

Adirondack

D&H Train 68:

At the inception of Amtrak, in 1971, the federal government took over all intercity passenger service. On July 1, 1971 all D&H passenger service was discontinued. That decision did not sit well with the cities served by the D&H. At the time the Delaware & Hudson operated two trains between Albany, New York and Montreal: the *Montreal Limited* (overnight) and the *Laurentian* (day).

For three years the D&H line saw no service. Then, on August 5, 1974, Amtrak brought forward the *Adirondack,* a passenger train operated daily along the Empire Corridor between

New York City and Montreal. The trip takes approximately 11 hours to cover a published distance of 381 miles (613 km), traveling through the scenic Hudson Valley and the Adirondack Mountains. The *Adirondack*, which operates as train No. 68 towards New York, and as train No. 69 from New York to Montreal, runs from Grand Central Terminal in New York to Albany, then over the D&H's line to Windsor Station in Montreal. From the outset the train operated with financial support from the New York State Department of Transportation.

The *Adirondack* service suffers from numerous delays along the route because almost none of the trackage is owned by Amtrak, and also because the route crosses an international boundary. The on-time performance of the route averaged 64.8% for the year ending June 2016. According to Amtrak, 28.8% of the train delay was due to track- and signal-related problems, especially along the former Delaware & Hudson (CP Rail) segment. During fiscal year 2015, the *Adirondack* carried over 132,345 passengers.

The *Adirondack.* Post card in the collection of the Carbondale D&H Transportation Museum.



THE ADIRONDACK

Through the combined efforts of the Delaware & Hudson Ry., the New York State Department of Transportation and Amtrak, passenger rail service once again serves the area along the west side of Lake Champlain between Albany and Montreal. Considered one of the most scenic areas of New York, the view is very enjoyable from the vista-dome car. Northbound train is at Rouses Point, N.Y., August 1974.

Photo by Carl H. Sturner

The photo of the arrival of the *Adirondack* in Plattsburgh, NY in August 1974 that is given below was posted by Arthur House on the Delaware and Hudson Railroad *Facebook* page on July 13, 2015, with the following caption:

"August 1974: The first revenue run of Amtrak's Montreal—New York City 'Adirondack,' gloriously equipped with Delaware and Hudson motive power and rolling stock—and a leased Canadian Pacific dome-buffet car—arrives in Plattsburgh, N.Y., southbound. (The winged memorial to the War of 1812 Battle of Plattsburgh, in which a British invading force from Canada was defeated and sent packing, is in the background.) The train's D&H equipment includes former Santa Fe PA locomotives, and former DL&W, Erie, and Rio Grande cars."



On the cover page of the *Bridge Line Historical Society Bulletin* for April 2017 is a photo of the *Adirondack* with the following caption: “D&H PA #16 with the *Adirondack* pauses at the Rouses Point station. November 1975 photo by Hugh Strobel.” Here is that photograph:



"D&H PA #16 with the *Adirondack* pauses at the Rouses Point station. November 1975 photo by Hugh Strobel."

1641

Baggage Cars

In 1890, the D&H had 19 standard-gauge baggage cars.

In 1926: 68 baggage cars, and 20 baggage and mail cars.

In 1936, 67 baggage cars, and 18 baggage and mail cars.

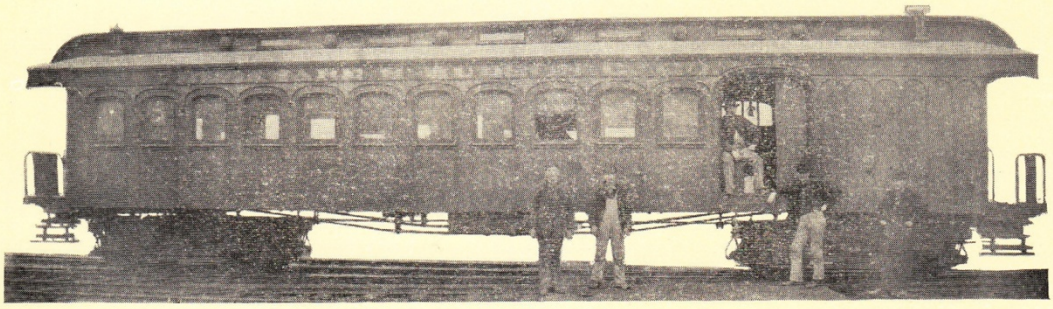
In 1875, the D&H instituted a new system of checking baggage, by which a register is taken of every piece of baggage as it is placed in the company's cars. Here are the details on this new baggage checking system, as published in the *Carbondale Advance* of November 27, 1875:

"New Baggage Checking System. / The Delaware and Hudson Canal company recently inaugurated a new system of checking baggage, by which a register is taken of every piece of baggage as it is placed in the company's cars, by means of a manifold making two records at once. One record is kept by the baggageman at the station and a receipt taken for the baggage from the train baggageman, who keeps the remaining copy of the record and compares it with the numbers of the checks. The new system involves considerable additional labor on the part of the baggageman, but is considered an improvement on the old system. The Central Vermont company, thinking the new system too laborious for local baggagemasters, declined to keep the register, in consequence of which Henry S. Weeks was appointed baggage agent at Rutland, by the Delaware and Hudson Canal company. The system is a new one to railroad men, but is capable of bringing about a needed reform in the checking of baggage by railroad companies and the prevention of frauds and thefts." *(Carbondale Advance,* November 27, 1875, p. 3)

In February, 1898, a new baggage coach, built in the D&H passenger car shops in Carbondale, was added to the rolling stock on the Pennsylvania division. In the *Carbondale Leader* of February 4, 1898, we read:

"A NEW COACH. / A new baggage coach is being constructed at the Delaware and Hudson passenger car shops in this city. When completed it will be a great acquisition to the rolling stock on the Pennsylvania division." *(Carbondale Leader,* February 4, 1898, p. 5)

In the early 1870s, the combination passenger and baggage car shown below was built at the D&H Green Island shops.

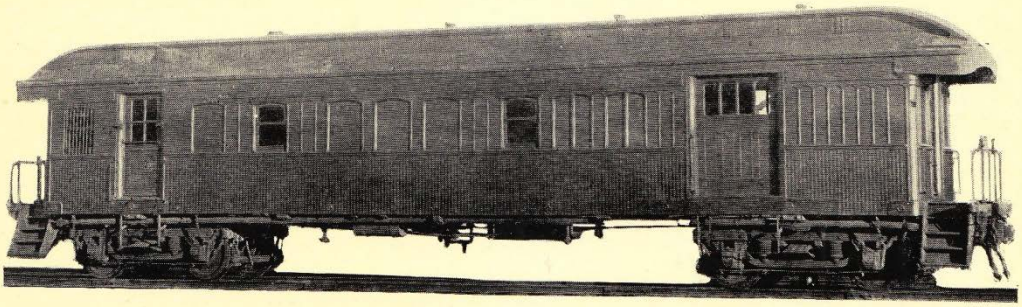


Combination Passenger and Baggage Car of the Early 70's

The combination passenger and baggage car illustrated was built early in this period at the Company's Green Island Shop. The length over end sills was 46 ft. 8 in; wheels, cast iron, 33 in. diameter; journals 3¾ in. by 7 in. Oil lamps furnished the light and stoves constituted the heating system.

(Inspection of Lines : :, 1927, p. 25)

In 1884, Mail and Baggage Car No. 715, shown below, was built in the D&H Car Shops in Carbondale.



Mail and Baggage Car No. 715

The above car was built by the Delaware and Hudson Canal Company at the Carbondale shops in 1884. The superstructure and underframe were of wood construction. Length, over end sills, 50 ft. 0 in.; length, over all, 56 ft. 10 in.; length and width of baggage compartment, 31 ft. 5 in. by 8 ft. 4-½ in.; mail compartment 17 ft. 6 in. long and 8 ft. 4-½ in. wide. Inside finish: baggage end, cherry; mail end, ash. Weight of car, 55,300 pounds. Car was equipped with Westinghouse plain automatic air brake.

Mail and Baggage Car, No. 715 (*Inspection of Lines : :*, 1927, p. 38)

In 1935, the D&H had 18 combination mail and baggage cars.

1642

Smoking Cars

Smoking cars were a regular feature of most D&H passenger trains in the nineteenth century. We have not been able to locate any photographs of the exterior or interior of a D&H smoking car. We have located, however, two engravings from the nineteenth century of engraved representations of the interior of two railroad smoking cars.

Engraved representations of the interior of two nineteenth-century railroad smoking cars:





1643

Dining Cars

In 1890 the D&H had 1 dining car.

In 1927, the D&H had 6 dining, café, and parlor cars.

In 1936, the D&H had 7 dining and parlor-café cars.

In 1926, D&H Café Car No. 600, the interior of which was restructured in the shops at Oneonta, was released from the Oneonta shops as D&H Dining Car No. 605, for service north of Albany. An article about this new D&H dining car creation was published in "*The Delaware and Hudson Company Bulletin*, November 15, 1926, pp. 5-6, 14. Here is that article:



AN INTERIOR VIEW

A New Dining Car Creation

Oneonta Shop Mechanics Give Us a Diner, the Beauty and Refinement of Which Has Won the Admiration of Patrons and Railroad Men Generally

MODESTY and refinement, qualities that never fail to win the approval of discriminating people, have been admirably wrought into the design of Dining Car No. 605, recently released from our shops at Oneonta for service north of Albany. Heeding, too, a somewhat strong inclination toward colonial lines and decorations in home construction and furnishing, an atmosphere suggestive of that era also has been produced to a remarkable degree inside the car. Particular attention likewise has been given to problems of sanitation and cleanliness, and to riding qualities. These ideas, conceived by the Management in response to a desire to extend to the traveling public the best to be had in the way of dining car service, and skilfully worked out by our mechanics, are being accorded the enthusiastic approbation of patrons generally and the hearty approval of railroad men of experience.

Prior to entering the shop the car was officially known as Cafe Car No. 600. It was of modern construction with a " clere-story " type roof and equipped with steel underframe, six-wheel trucks, clasp brakes, and its ends—blind on the passenger end and half-blind on the kitchen end—had been reinforced with steel as a safety measure. The work of transformation, therefore, was confined almost entirely to the interior of the car.

Lines somewhat revolutionary in passenger car design, but conforming nevertheless to those of several coaches and baggage cars which have been designed in our shops in recent months and are now in use, have contributed toward producing a body of lithe and sleek appearance and somewhat lower than the usual car body. These are the result, largely, of a change in roof design, the " clere-story " deck having given way to an arch-deck, or turtle-back as many railroad men prefer to call it, type, gracefully moulded in one unbroken piece from letter-board to letter-board. In rebuilding the roof, the side framing was reinforced with steel angles which connect the underframe with the steel side-plates that support its bridge-like construction which is covered

with one-ply chemically treated canvas, and lock the superstructure and underframe together.

It is inside the car, however, that the most striking change has been effected. Where mahogany trim once predominated, trim of colonial design and of old ivory eggshell finish enamel has taken its place giving the car a brighter and, through its immediate suggestion of greater cleanliness than that usually to be had, a more inviting appearance. The only deviation from this scheme is to be found in the mahogany finish of the window sash, stops, sills, steam pipe guards and the tables and chairs. All trimmings, including twelve double-bracket side-wall lamps, six combination ventilator register center lamps, and six Safety ceiling fans with rotating air deflectors, are of colonial design, also, and finished in silver to harmonize with the prevailing ivory tone.

Every arrangement, every appointment in fact, speaks for comfort and convenience. Good ventilation has been sought and obtained through a most ingeniously devised system that is practically invisible to the untrained eye. It consists of six Utility ventilators that were designed especially for our Company. Leading from the dining room, they operate through the combination lamps and ventilator registers, and air ducts lying between the roof and ceiling. The five Safety ceiling fans with rotating air deflectors meanwhile solve the problem of controlling the direction, velocity and distribution of the air in the car and provide for its proper circulation without creating a draught. The kitchen and pantry are equipped with three vertical exhaust fans which work in combination with Utility ventilators.

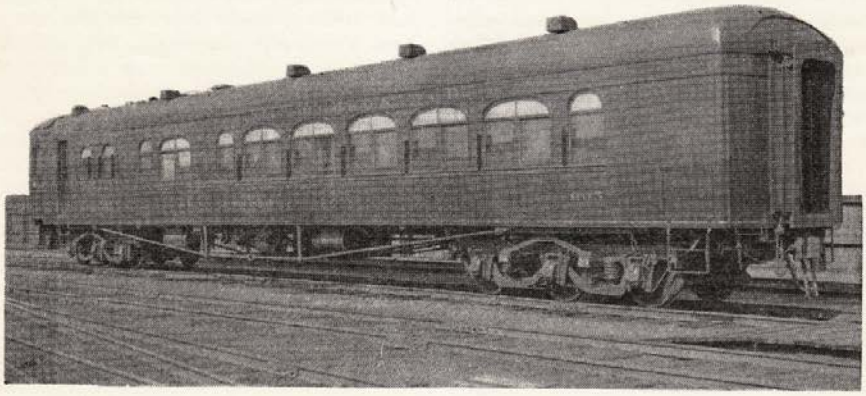
A quarter-inch composition of cork and rubber moulded in four-inch diamond squares, alternating in color between squares of ivory and of solid blue, with a border also of blue, covers the floor. Not only does this covering harmonize with the general color scheme and constitute one of the sanitary features of the car, but serves, also, to eliminate much of the noise that is common to such places.

The dining room is thirty-six feet, six inches in length by eight feet, ten inches in width and will accommodate forty people, two each at four tables and four each at eight tables. Windsor chairs, with and without arms, and corner settle seats having loose homespun covered cushions, the latter being an unique departure in dining car furnishings in this country at least, are in direct keeping, also, with the prevailing colonial atmosphere.

One of the outstanding decorative features is that of ten nine-inch fancy plates imported from England, which are mounted equidistant between the tables, in the panels above the windows. Each plate presents an individual study attractively sketched in blue and white, and the set tells a most interesting story of the pioneer days in Albany, N. Y., and vicinity, as follows: "Old Capitol, Albany, 1806-1883," "Fort Frederick, State Street, Albany, 1765," "Market Street (now Broadway), Albany, 1805," "First Van Rensselaer Manor House, Albany, 1660-1839," "Vanderheyden Palace, Albany, 1725-1805," "North Pearl Street and North Dutch Church, Albany, 1805," "Residence of Major General Philip Schuyler, Albany, Erected 1760," "Albany from Van Rensselaer Island," "St. Peter's Church, Corner State and Chapel Streets, Albany, 1800," and "Fort Cralo—Van Rensselaer House, Greenbush, 1640."

French grey enamel predominates in the kitchen and pantry, while the tables in these compartments have been covered with non-corrosive monel metal. One of the latest type steam tables with separate cup warmer, has been installed, as has a novel drawer service refrigerator for the

(Concluded on Page 14)



THE CAR ITSELF

wages of labor—wages measured by their purchasing power—depend upon and go closely hand in hand with increases in the output of the railroad industry per man employed.

Second, increases in the output per man employed depend upon increases in the capacity of the railroad plant per man employed.

Third, increases in the capacity of the plant per man employed depend upon increases in the capital invested in the plant per man employed.

If these are the facts, and the figures above given clearly indicate that they are, in the long run, real increases in railway wages depend mainly upon increases in the capital invested in the railroads. If then, the Interstate Commerce Commission is right in saying that the railways need to earn an average of 5¾ per cent annually in order to raise and invest adequate amounts of capital, it necessarily follows that it is to the interest of railway employes to help the railways get a policy of regulation under which they will be enabled to earn this much return on the capital invested in them.

It is often said there is no real conflict between the interest of labor and capital. This is not always true. Capital may seek to make unreasonably large profits by paying wages that are too low, or labor may seem to get unreasonably high wages at the cost of an inadequate return to capital. In such cases there are conflicts between their temporary interests at least. Probably, however, there is no conflict between the permanent real interests of capital and labor in the railroad business. The profits earned by the railways as a whole and by each large group of them are regulated and limited by the government. Therefore, they cannot make excessive profits at the cost of labor. It is to the interest of the employes for the railroads to earn at least the average return of 5.75 per cent which the Interstate Commerce Commission says they need, because unless they do earn this they will not be able in the long run to raise adequate capital, and *the experience of the last twenty years indicates that whatever interferes with the railways earning a fair return on their capital will also interfere with advances in the real wages of their employes.*

A New Dining Car Creation

(Continued from Page 6)

proper and sanitary storage of ice cream. All refrigerators have been grouped to facilitate icing, and a side door makes it possible to stock the car without causing the employes to pass through the corridor. A standard six-foot, six-inch dining car range, with two-foot broiler, and the necessary cupboards, complete the furnishings. Of particular significance is the manner in which the arrangement of these compartments has been effected, first thought having been given to the necessity of making every nook and corner dirt proof and easily accessible for cleaning.

The riding qualities of the car, upon which few patrons fail to comment most favorably, have been obtained from a scientific arrangement of four 36-inch elliptic springs on each truck, while four helical springs on each truck handle the greater part of the load.

The mechanical work was carried out under the direct supervision of A. G. DITMORE, divisional car foreman on the Susquehanna division, who at all times had recourse to the advice to be had from the Master Car Builder's office in Albany, with the assistance of FRANK CLARK, coach shop foreman; A. E. LUTHER, foreman painter, and J. J. HURLEY, foreman upholsterer.

Thanksgiving

THANKSGIVING!" clicked the train-wheels as they flew along the way;
"Thanksgiving!" shrieked the whistle in a voice uncommonly gay;
And I was at the throttle and I had 'er open wide,
'Cause Thanksgiving was a-waitin' at the finish of the ride.

And I sort o' fell to thinkin', as the miles kept slipping by,
That Thanksgiving Day had been begun for just such folks as I,
Who eat and sleep and talk and work the livelong time we're here—
We *need* to stop and think about our blessings, once a year.

I haven't got much worldly goods, but what I have is mine;
I've friends and home, wife and kids—they're mighty good and fine.
I've got a place here in this world; I've got a work to do—
Why, I've a hundred blessings, and you bet I know it, too!

And as I thought of all the things I should be thankful for,
I busted out a-singin' like I'd never sung before.
And Thomas, who was firin'—he's a jolly sort of lad—
Thought I'd gone completely crazy, but I only just was *glad*.

I pulled up at the station with a bit of time to spare,
And left "Old Lady," panting, to somebody else's care.
I'd made the run in record time, and couldn't wait, cause—say!
What's sweeter than a fam'ly on good old Thanksgiving Day?

—WIHLA HUTSON, in *The D. T. & I. Railroad News.*

Achievement of whatever kind is the crown of effort, the diadem of thought. By the aid of self-control, resolution, purity, righteousness, and well-directed thought a man ascends; by the aid of animality, indolence, impurity, corruption, and confusion of thought a man descends.

1644

Business Car No. 500

Business car No. 500 was one of several such cars that were used by D&H officials over the years to tour the railroad and for public relations work with customers and government officials.

D&H No. 500 was built by Pullman in 1917 for D&H president Leonor F. Loree. The car was sold in 1978 to Ferrocarriles Nacionales de México.

The interior, of Cuban mahogany and West Indian satinwood, will accommodate 10 in two staterooms, one drawing room, dining room and observation end. During the winter of 1967 it was renovated at the Colonie, N.Y. shops, painted berry red and the interior redecorated in an early 19th Century motif with blue brocade drapes and gold fringe trim.

The car was originally painted black with deluxe gold stripe and lettering. Over the years it was modernized. In the Sterzing era, it was painted blue, yellow, grey and silver, which matched the D&H passenger fleet and the D&H Alco PA passenger locomotives.

The photos of the interior shown here are by George Hockaday.













The photo given below of D&H Business Car No. 500 is by Jim Shaughnessy.



D&H Business Car No. 500

1645

Officers and Directors' Cars, 1900-1920

Vice President's Car:

In 1904 the D&H had a vice-president's car. That we know from the newspaper article given immediately below. The car was a standard-gauge vehicle. We have not yet learned anything more about the car, and we have not yet seen a photograph of the car.

We do know that on Friday, May 13, 1904, the D&H vice president's car and one day coach, both standard-gauge vehicles, transported, via the Archbald and Honesdale branches of the D&H, the commission appointed by Governor Pennypacker to select a suitable site for "the proposed new state hospital for epileptics" to Farview. The train, in charge of conductor George Chapman, engineer James Smith, fireman Fred Van Gorder, and brakeman H. P. Becker, arrived at Farview at 2:50 P.M. The members of the commission, together with a wide range of distinguished guests and officials, visited the 660-acre site, one of 52 sites that have been offered to the commission. The Farview site it the only site offered to the state without cost, the Delaware & Hudson company having agreed to donate the entire plot, if the hospital is located upon it. Here is the account of this remarkable visit that was published in a Carbondale newspaper on Wednesday, May 18, 1904:

"Hospital Commission at Farview. / (Carbondale Leader.) / The commission appointed by Governor Pennypacker to select a suitable site for the proposed new state hospital for epileptics visited Farview , the beautiful mountain resort at the summit of the Moosics, Friday and the members were greatly impressed by the many natural advantages of the property. / The committee arrived in Wilkesbarre on Lehigh Valley train No. 9 and made a straight run to Farview via the Archbald branch in a special train, made up of the D. & H. vice president's car and one day coach. The train, in charge of conductor George Chapman, engineer James Smith, fireman Fred Van Gorder and brakeman H. P. Becker, arrived at Farview at 2:50. The members of the commission present were Auditor General Snyder, of Spring City; Speaker H. F. Walton, of Philadelphia; Senator Scott, of Philadelphia; representative Walter Wiliard, of Philadelphia; Dr. W. Bell, of Philadelphia, and Dr. T. J. Fitzsimmons, of Wilkes-Barre. Accompanying the commission were secretary J. Frank Sherwood, a member of the Philadelphia common council, and stenographer James H. Varnum. The following clergymen and others were present by invitation: Rt. Rev. M. J. Hoban, bishop of the diocese of Scranton; Rev. Rogers Israel, D. D., rector of St. Luke's Episcopal church, Scranton; Rev. Dr. H. L. Jones, rector of St. Stephen's church, Wilkesbarre; Rev. Dr. Fullerton, of Wilkesbarre; Rev. A. J. Kerr, of the Memorial Presbyterian church, Wilkesbarre; State Senator Joel G. Hill, of Wayne; ex-auditor general E. B. Hardenberg, of Honesdale, and Dr. Connell, of Scranton. / The Delaware & Hudson officials present were: Superintendent, H. E. Gilpin, of this city; industrial agent, W. J. Mullen, of

Albany; assistant engineer, R. F. Mason; train dispatcher, N. L. Moon, of this city; Attorney A. T. Searle, of Honesdale, and civil engineer, J. H. Fisher, of Scranton. These officials conducted the party around the grounds. / Carriages were waiting at the Farview station and blue prints were furnished the members of the party, who were given a thorough inspection of the tract. Farview, while not at its best, as the foliage is not out yet, was a place of beauty, and the members of the party were enthusiastic over the beautiful panorama unfolded to their view. / The commission was first shown the water supply and convinced that there is an abundance of good, pure water, the like of which some of the party said they had never sipped before. So impressed was one of the party with the crystal like liquid that he had no less than five glassfuls of it. The commissioners were then given a ride of several miles along the western carriage road to what is locally known as high knob, the second highest point of land in the state. The air was pure and invigorating and, with a most refreshing breeze overacting the hot sun rays the members of the party were loth [sic] to leave this spot, and spent some time picking berries and May flowers. The party was then conducted along the cliff drive to the Oaks, the beautiful summer home of the Manvilles, and then to the lower observatory and picnic grounds. They were shown during the trip hundreds of acres of the most arable soil, one of the main requisites of a suitable site. The scores of attractions and advantages of the site were pointed out and at the end of the trip the members of the party felt far more invigorated than when they started which fact was one of the best proofs of Farview's claim. / Dr. Fitzsimmons, whose efforts are largely to be credited for the movement and who is an expert in treating epilepsy, is enthusiastically in favor of Farview, as against all other sites offered to the commission. He ably assisted superintendent Gilpin and the other members of the Delaware & Hudson contingent in pointing out the natural advantages of the location. Its altitude of 2,200 feet above sea level should prove an effective factor in the successful treatment of the disease; the abundance of pure water, the cheap fuel supply, the great area of arable soil; the stone quarries; the abundance of young timber; the isolation from industrial activities combined with its easy accessibility from any point in the eastern district of the state, for which the proposed institution is intended; its beautiful surroundings; its nearness to produce markets; all these should be weighty considerations in favor of the selection of Farview. / Fifty-two sites have been offered to the commission, but of these only eleven are available. Farview is the largest tract offered, comprising, as it does, 660 acres. It is also the only site offered to the state without cost, the Delaware & Hudson company having agreed to donate the entire plot, if the hospital is located upon it. The appropriation made for a site is $50,000 but the Delaware & Hudson company doesn't ask a cent for the land upon which many thousands of dollars have been expended. The opinion of doctors well versed in the treatment of the disease, is that Farview is far and away the best site at the disposal of the state. Dr. Fitzsimmons believes it to be the best spot in the country for the treatment of the disease of which he has been a close student for many years. / A Leader man who accompanied the party endeavored to get Speaker Walton and others to express their opinion as to the relative merits of the various sites. While they spoke in high terms of Farview and its delightful surroundings they dropped no hint as to whether they favored it above other places visited or not. Their willingness to remain at the resort after the time scheduled for departure indicates, however, that they were very favorably

impressed with the place. Of the eleven available sites the commission has viewed eight. The party on Saturday inspected a tract near Towanda. The other sites are all near Philadelphia." (clipping in Gritman scrapbook, dated Wednesday, May 18, 1904)

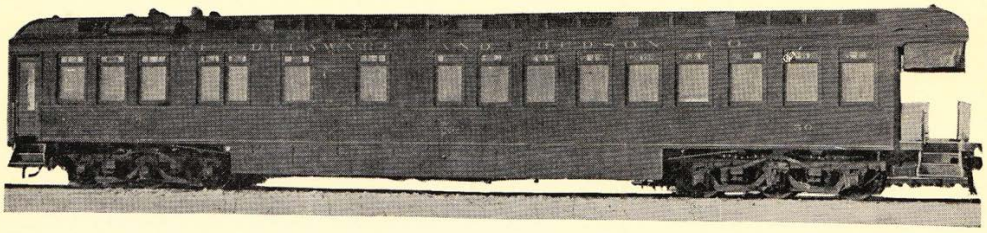
Another D&H Officers and Directors' Car was Private Car No. 500 (built by the Gilbert Car Works in July 1886) which was overhauled, 1911, in the Oneonta shops to become Car No. 50. In October 1886, this car was used by President Grover Cleveland for vacation travel.

A very nice account of President Cleveland's use of this D&H Directors' Car is presented in *Passenger, Freight and Work Equipment on the Delaware and Hudson, The Delaware and Hudson Company BOARD OF MANAGERS INSPECTION OF LINES, June 2, June 5, 1927*, pp. 71-72. Here is that account:

p. 71

Period 1910 to 1920

IN 1911 Private Car No. 500 was overhauled at the Company's Oneonta shops and number changed to 50. Length over end sills, 65 ft. 10 in.; kitchen compartment, 10 ft. long and 6 ft. 9 in. wide; dining room, 10 ft. 9 in. long and 8 ft. 1 in. wide; there were sleeping accommodations for nine persons excluding porters; lighting system consisted of gas and electricity; direct steam and Baker Heater furnished the heat; inside finish was cherry and mahogany; weight, 126,000 pounds. Trucks, six-wheel pedestal type; wheels, steel, 36 in. diameter; journals, 4-¼ in. by 8 in. Underframe was reinforced by the application of steel center sill channels. This car was built by the Gilbert Car Works in July 1886 and originally weighed 88,400 pounds.



Private Car No. 50

p. 71:

In August of the same year this car was built, it was used by the late President, Grover Cleveland and party. An interesting account of this trip appeared in the "New York Tribune", August 17, 1886:

OFF TO THE ADIRONDACKS.

THE PRESIDENT BEGINS HIS VACATION.

Cheered by Kentucky Tourists as He Leaves the White House.

WASHINGTON, Aug. 16.—The President left Washington at 9:40 a. m. for his summer vacation in the Adirondack Mountains. He was accompanied by Mrs. Cleveland, Mrs. Folsom and Colonel and Mrs. Lamont. As the President appeared on the portico of the White House to take his carriage he was confronted by a small party of tourists from Kentucky. They recognized him at once and asked permission to pay their respects. The President was willing and shook hands with each of them as he made his way toward the carriage. Mrs. Cleveland and Mrs. Folsom had already entered the vehicle, and as the coachman cracked his whip and the carriage rolled away the people on the portico, most of whom were women, waved their handkerchiefs and shouted a hearty "Good-bye." The President acknowledged the compliment by raising his hat and the ladies waved their handkerchiefs from the windows.

Owing to the fact that it was not generally known what train the President would take, there was only a small crowd in the station when the Presidential party passed

p. 72:

through to the train. The President was recognized, however, by most of the people there, and they raised their hats as he passed. The party occupied a special car tendered by the Directors of the Delaware and Hudson Canal Company. It was attached to the rear of the New York Limited Express.

ONLY A BRIEF STAY IN JERSEY CITY.

A Description of the Car in Which the Party Is Travelling.

The last car of the New York Limited Express on the Pennsylvania road, which arrived in Jersey City at 3:24 p. m. yesterday—four minutes late—contained President Cleveland and his party. The movements of the party had been arranged with such secrecy that not more than twenty people—most of them reporters and railroad employes—saw the car during its stay in Jersey City.

The car is known as the directors' car of the Delaware and Hudson Canal Company and was sent to Washington last week for the use of the President. The car is more commodious than most cars of its class and is so wide that in passing through a tunnel just south of Philadelphia on Saturday night it grazed the side and a long strip of heavy moulding was torn off. It is heavily veneered with mahogany inside and out, and trimmed with gilt. At the large plate-glass windows are heavy old-gold satin curtains. A kitchen, parlor, four staterooms and an observatory parlor comprise the compartments in their order. The entire party were seated in the observatory parlor when the car entered the station. Mrs. Cleveland sat at the rear window nearest the platform. She was attired in a gray traveling costume.

After a delay of ten minutes the car was switched to the other side of the station and attached to the Catskill and Saratoga special of the West Shore road. This drew out of the depot at 3:40 o'clock and ran to New Durham, where the three cars composing it were coupled to the regular train leaving the Weehawken Station at 4:05. Another interval of ten minutes was occupied in switching and transferring the eighteen pieces of baggage belonging to the party, and it was fully twenty minutes after schedule time when the train started northward. Engine No. 13, driven by Levi Lateer, took it to Kingston, and Conductor George Boynton was in charge.

ALBANY, Aug. 16.—The President and party arrived here at 9 p. m. Colonel and Mrs. Lamont left the train for their home in the interior. Dr. Samuel E. Ward joined the Presidential party here. They left at 9:13, their route being by way Rouse's Point, Moira, Paul Smith's, and thence by stage to the Prospect House in the Adirondacks.

1646

General Electric Gas Electric Passenger Car

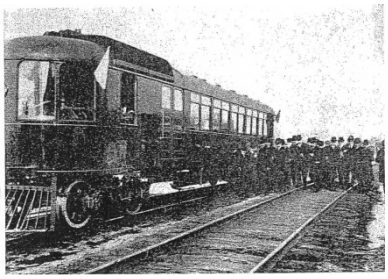
The D&H had two General Electric Gas Electric passenger cars, Nos. 1000 and 2000. Photographs of both of those cars, together with a fact-filled caption, are given in *Shaughnessy*, p. 212. Here are those two photographs, with Shaughnessy's caption:



General Electric's first gas-electric car, below, entered service between Schenectady and Saratoga, February 3, 1906. It seated forty passengers, had a smoking compartment and toilets. This 160 hp V-6 engine with 9″ bore and 10″ stroke was started by firing a black-powder shell. It turned a 120 kw generator at 480 r.p.m., powering regular streetcar motors on the front truck at a comfortable 50 m.p.h., with a 75 m.p.h. maximum. As it used a

gallon of fuel a mile, officials hoped such cars could replace steam on short runs, but the No. 1000 could not pull a trailer on branch lines and its engine became troublesome, so it was sold in 1908. The No. 2000, bottom, appeared in 1911 on the same run, one of 120 such cars built by GE after the trials on the 1000. Steel bodies were fitted at Schenectady with General Electric's own V-8 engine and electrical equipment.

The photograph given below of a D&H gas-electric car is from the *Bridge Line Historical Society Bulletin* of August 2015, p. 34, where it is captioned as follows: "GE gas-electric car, the D&H's second [No. 2000], on trial trip in 1908. Kept only a few years by the D&H [sold in June 1917 to the Carolina Clinchfield & Ohio and renumbered to 75; see Doug Barron note below], the car ended its days on the Clinchfield."



In the March 2017 issue of the *Bridge Line Historical Society Bulletin,* p. 37, the photograph given below of D&H Railcar No. 2000 was published, with the following caption:

"An early 'gasoline car' at the D&H Delanson, NY station. No date available; collection of Jim Odell. For some reason, possibly because Delanson was a convenient turn point for test runs, most of the D&H gasoline car photos I've seen were taken at this station. . ." Here is that photograph:



BLHS ***Bulletin*** – March 2017 37

"An early 'gasoline car' at the D&H Delanson, NY station.

In the April 2017 *BLHS Bulletin*, p. 46, in Doug Barron's column "The Receiving Yard," is the following note: **"D&H railcar #2000 photo.** . . In the March 2017 issue of the *Bulletin* was an undated photo of D&H railcar #2000 at Delanson, NY. In the November 1973 issue of *Trains* magazine was a roster of railcars. D&H #2000 was built in December 1911 by General Electric; it weighed 46 tons and could seat 91. It was sold in June 1917 to the Carolina Clinchfield & Ohio and was renumbered to 75. It was rebuilt with a Sterling Dolphin engine, retired in August 1938, sold in 1942 to Apalachicola Northern, and scrapped in December 1948."

Shown below, in an undated photograph in the archives of the Carbondale D&H Transportation Museum is a photograph of one of D&H's gas electric car No. 2000 at the Carbondale D&H Seventh Avenue station:



"D&H Gas-Electric Car No. 2000 at the Carbondale D&H Seventh Avenue Station" This car was sold by the D&H in June 1917 to the Carolina Clinchfield & Ohio and was renumbered to 75.

1647

ALCO GE Passenger Locomotives

For excellent information on the D&H ALCo-GE passenger locomotives, see William S. Young's *The PA Book*…. (1975, abundantly illustrated, 51 pages; published by Starrucca Valley Publications, Lanesboro Road, Starrucca, PA 18642), the front cover of which is given below:

ALCo note: "When the American Locomotive Company absorbed Dickson Locomotive Works in1901 it became D&H's sole commercial engine-builder." ("117 Years of D&H Steam Power" by Bert Pennypacker, published originally in *Railroad Magazine,* June 1963, and reprinted in the August 2017 issue of the *Bridge Line Historical Society Bulletin*, on pages 6-15; in the reprinted article, this statement is given on page 10)

The transition on the D&H from steam to diesel:

In the article titled “D&H Gave Steam Locomotives Start” by Barnett Fowler that was originally published in the April 22, 1973 issue of the *Albany Times Union* (article reprinted in the June 2017 issue of the *Bridge Line Historical Society Bulletin* , pp. 30-31, we read the following about the transition from steam to diesel on the D&H:

“The transition period from steam to diesels is of comparatively recent vintage; there are those craftsmen living today who worked on both stem and diesel. For instance, it was in 1924 that the nation’s first diesel-electric locomotive was made at the Schenectady Locomotive Works, and it was in 1929 that the Alco produced the first diesel-electric passenger locomotive. In Schenectady, which is a fair barometer, the all-time annual peak production in steam locomotives was not reached until 1944, when 1,354 were built. The end of steam came to Schenectady in 1948; when that time came, the American Locomotive Co. and its component parts, of which Schenectady was one, had built an astonishing total of 75,000 steamers alone!”

The Railroading Series
VOLUME ONE

$4

THE PA BOOK

AN ACCOUNT OF THE DELAWARE & HUDSON'S UNIQUE ALCO-GE PASSENGER LOCOMOTIVES



CENTENNIAL OF ALBANY-MONTREAL SERVICE

THE ADIRONDACK • THE LAURENTIAN • PA DEVELOPMENT • THE SHARKS

EDITED BY WILLIAM S. YOUNG

Given below is a former D&H PA that has been "down graded to Boston—Framingham commuter service. From the caption on this post card, we know that this photograph was taken by N.D. Clark on June 16, 1978.



D&H – B&M – MBTA No. 17

The famous PA's alive and well down graded to Boston — Framingham commuter service. No. 17 is on train No. 455 westbound to Framingham shown here crossing the Rt. 128 bridge in Weston, Mass. The PA's make three morning commutes and three late afternoon trips. Note the three new purple MBTA coaches! June 16, 1978.

Photo by N.D. Clark

Published by *Audio-Visual Designs*, P.O. Box 24, Earlton, N.Y. 12058 RP680

Note by Mark Roach on Facebook, May 31, 2018: "This is an original post card shot by Jim Shaughnessy."

For additional information on the D&H PAs see, in the August 2015 issue of the *Bridge Line Historical Society Bulletin,* (1) "The PA Personality" pp. 28-35, and (2) "An Acquaintance with the PA's" by Preston Cook," pp. 36-43 (reprinted from *Railfan & Railroad,* February 2011).

1648

ICS Exhibition Car

Although not a D&H car, the ICS Exhibition Car merits inclusion here inasmuch as the world-renowned International Correspondence School (now named the Penn Foster Career School) is located in Scranton, PA, in the heart of D&H country in northeastern Pennsylvania.

This "handsome private car . . . to be used in large cities in exhibiting and forwarding the school's plan of instruction," was inaugurated on Tuesday, February 8, 1898, in Wilmington, Delaware. The following announcement of the inauguration of this ICS exhibition car was published in the February 10, 1898 issue of the *Carbondale Leader:*

"AN EXHIBITION CAR. / To Be Sent Out by the Correspondence School. / A bold stroke of enterprise has been made by the International Correspondence schools of Scranton in the purchase of a handsome private car to be used in large cities in exhibiting and forwarding the school's plan of instruction. The car was inaugurated Tuesday in Wilmington, Del. / It is proposed to send the car with a corps of representatives to cities where are situated large manufacturing plants. Being equipped with the text books, instruction papers and exhibits illustrative of the school's work, the car will afford a complete means of satisfying employers of labor as to the efficacy of the international correspondence system, and they will readily grant permission for the attaches with the car to solicit in the shops for the enrollment of students. The car will also afford an opportunity for students themselves to inspect the work." *(Carbondale Leader,* February 10, 1898, p. 2)

1649

Horace G. Young's Private Rail Car

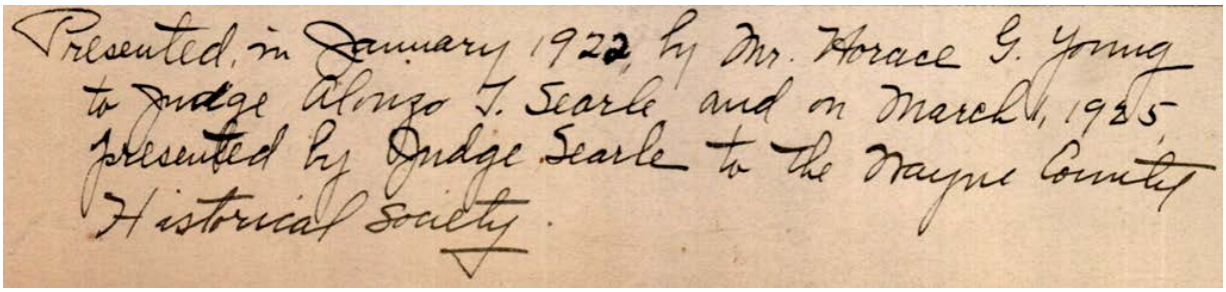
In order to transport the body of D&H Superintendent Rollin Manville, who died on June 24, 1891, from Carbondale to Troy, NY, for cremation, Horace G. Young of Albany, General Manager of the Delaware and Hudson Canal Company, placed at the disposal of the Manville family his private rail car. See the article "Funeral of R. Manville" in the June 27, 1891 issue, p. 4, of the *Carbondale Leader;* article reprinted in Volume IV in this D&H series.

On May 2, 1899, Horace G. Young, "on one of his periodical trips of inspection of the [D&H] road, came to northeastern Pennsylvania "in the special car" and registered at the Hotel Jermyn, Scranton. About that visit, we read the following in the Mary 3, 1899 issue of the *Carbondale Leader:*

"D. & H. OFFICIALS HERE. / Came for the Purpose of Inspecting Road and Engines. / Vice president H. G. Young, of the Delaware and Hudson railroad, paid a visit to the company's office here yesterday and later went to Scranton. It was stated that there was no particular significance attached to Mr. Young's visit. He was simply making one of his periodical trips of inspection of the road. / Mr. Young came in the special car and registered last night at Hotel Jermyn in Scranton. Registered at the same hotel were R. C. Blackall, superintendent of motive power; James McMartin, acting head of the locomotive engineers' department; E. W. Roberts and A. I. Culver, auditors, all of Albany. Messrs. Blackall and McMartin were there to inspect the new engines now being built for the Delaware & Hudson company at the Dickson Manufacturing company's shops. It is intimated that while here Mr. Young considered the matter of doing away with the bridge over No. 1 plane." *(Carbondale Leader,* May 3, 1899, p. 5)

From a newspaper clipping titled "D. & H. AFFAIRS" and dated June 8, 1903, and from a clipping dated June 19, 1903--both in a Gritman scrapbook—we learn that Horace G. Young resigned as second vice-president and general manager of the Delaware & Hudson Railroad Company, to be effective July 1, 1903. From those clippings we learn (1) that H. G. Young, at the time of his resignation, had been connected with the Delaware & Hudson for twenty-four years, that he was foremost among Mr. Olyphant's operative assistants, and that the full duty of operating the road had for years fallen upon him. We also learn therefrom that H. G. Young was succeeded as second vice-president of the D&H by A. I. Culver, formerly third vice-president and assistant general manager of the D&H.

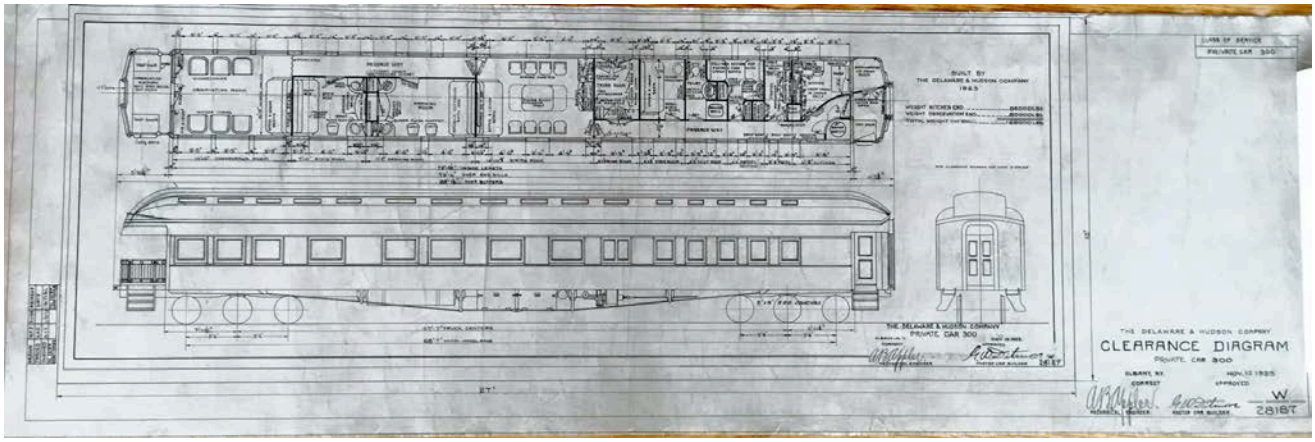
Horace G. Young, a superior officer of the D&H for twenty-four years, had an enlightened understanding of history and of the importance of historical records. As such, in January 1922, he presented, for the record, no less than ten original photographs of D&H properties that were taken by the Scranton photographer, Johnson, that were taken in 1860, to Judge Alonzo F. Searle. Judge Searle who, like H. G. Young, had an enlightened understanding of history and of the importance of historical records, presented, on March 1, 1925, those photographs to the Wayne County Historical Society, where they are held today in that Society's photographic archives. On each of those remarkable Johnson photographs, all of which are major documents in the history of the D&H, is written in ink, in the lower left corner, the note that is reproduced below:



1650

D&H Private Car 300

The diagram of D&H Private Car 300 that is shown below was posted by Alex Formanek on *Facebook* (Delaware and Hudson Railroad group) on July 10, 2015 with the caption that is given here with the diagram.



". .One of my most prized possessions—an original ink on linen diagram of D&H company car 300. dated 1923 from the Colonie shops."

1651

Car Building Contests

The D&H held four car building contests in the D&H freight car repair shops in the period 1923-1926. Excellent material on those four contests is presented in *Inspection of Lines. . . 1927,* pp. 117-121, as follows:

Car Building Contests

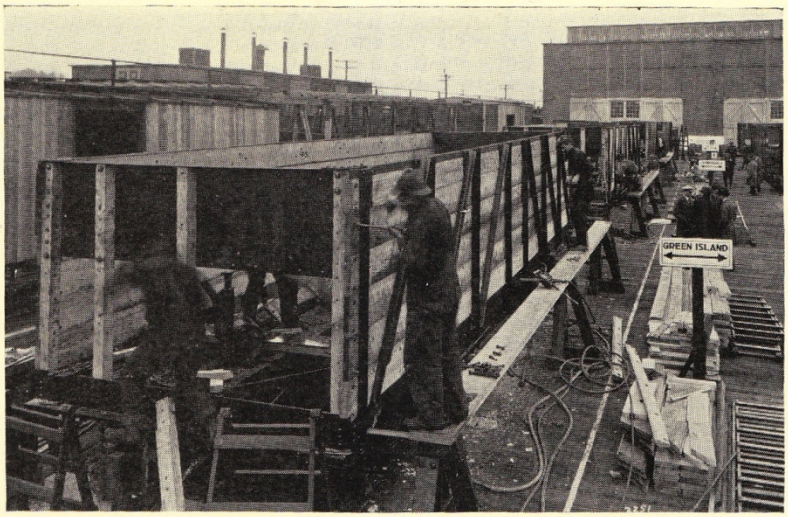
Competitive car building contests have been held annually at our freight car repair shops, since 1923. This novel plan of education was conceived by the management, to demonstrate the advantages that accrue from efficient shop practice. Representative teams are selected from the major car repair shops and the Birkett Silver Cup, a memorial to our first car foreman, Joseph Birkett, is the trophy for which they compete.



Birkett Cup

First Car Building Contest

Held at	—Colonie Car Shops.			
Date	—October 31, 1923.			
Problem of Contest	—Dismantling and rebuilding superstructure, (excepting metal frame), draft gear, brake rigging and trucks of a Twin Hopper Coal Car (Composite Construction) 85,000 pounds capacity.			
Competing Teams	—	Carbondale	Green Island	Oneonta
No. of Men Per Team	—	6	6	6
Total Man Hours	—	46 hrs. 54 min.	48 hrs. 30 min.	50 hrs. 36 min.



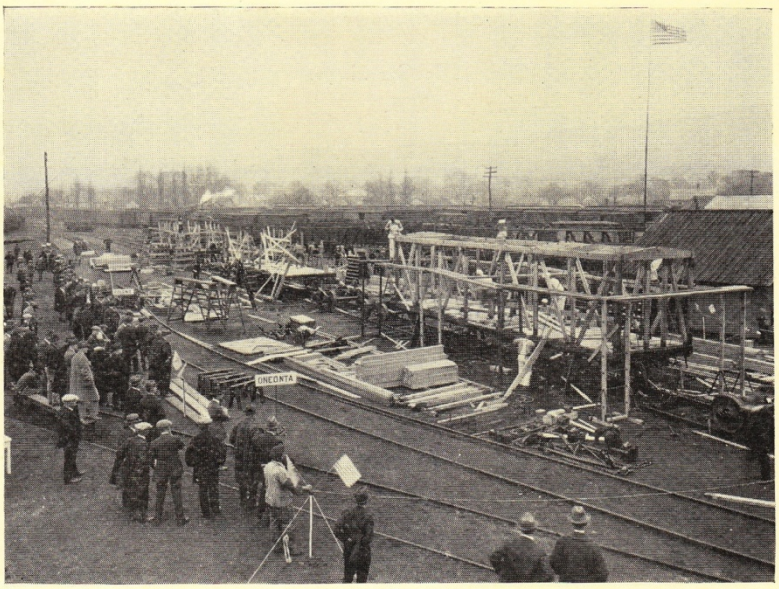
Undergoing Reconstruction



Finished Car

Second Car Building Contest

Held at	—Oneonta Car Shops.			
Date	—May 8, 1924.			
Problem of Contest	—Rebuilding superstructure, trucks and draft gear of a Steel-underframe Box Car, 60,000 pounds capacity.			
Competing Teams	—	Oneonta	Colonie	Carbondale
No. of Men Per Team	—	8	8	8
Total Man Hours	—	52 hrs.	54 hrs. 16 min.	58 hrs. 40 min.



In Process of Rebuilding



Finished Car

Third Car Building Contest

Held at —Carbondale Car Shops.

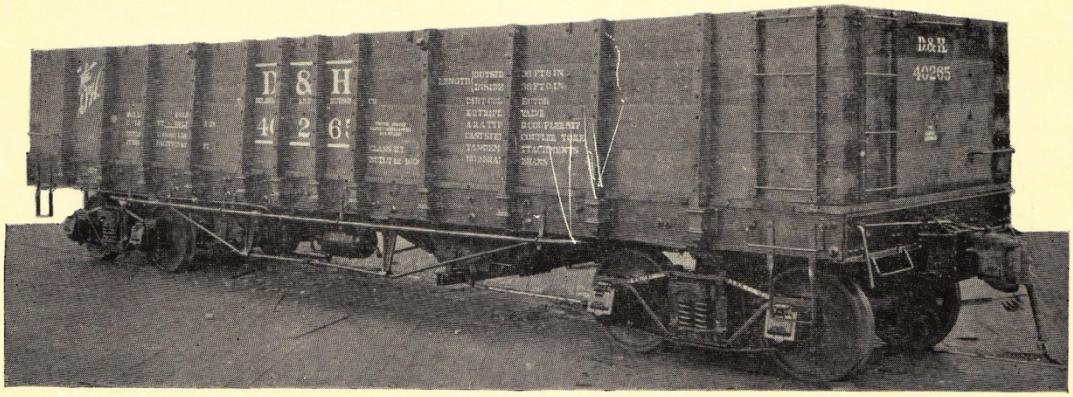
Date —May 21, 1925.

Problem of Contest —Rebuilding underframe, superstructure and trucks of a Steel Center Sill, Twin Hopper Coal Car, 85,000 pounds capacity.

Competing Teams —	Oneonta	Colonie	Carbondale
No. of Men—Steel Work —	8	8	8
No. of Men—Wood Work—	8	8	8
Man Hours—Steel Work —	16 hrs. 40 min.	15 hrs. 8 min.	22 hrs. 40 min.
Man Hours—Wood Work —	26 hrs. 0 min.	28 hrs. 36 min.	23 hrs. 12 min.
Total Man Hours —	42 hrs. 40 min.	43 hrs. 44 min.	45 hrs. 52 min.



Commencement of Wood Work



Finished Car

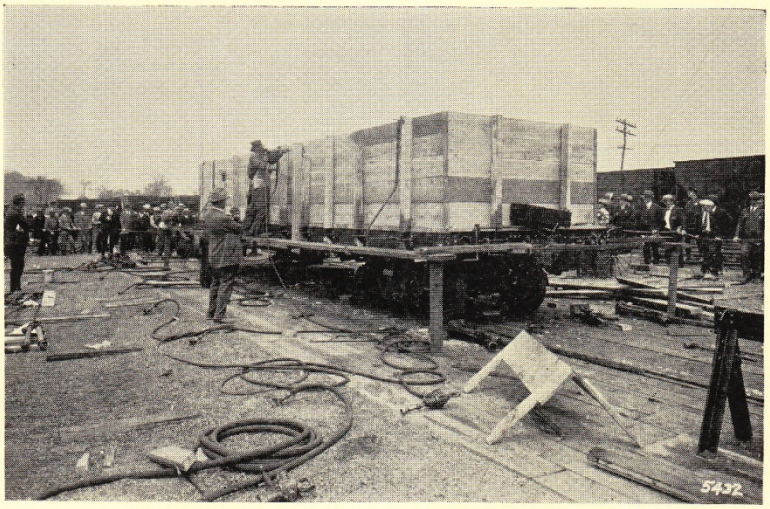
Fourth Car Building Contest

Held at —Green Island Car Shops.

Date —May 18, 1926.

Problem of Contest —Rebuilding superstructure, underframe and trucks of Steel Underframe Gondola Coal Car, 85,000 pounds capacity.

Competing Teams —	Colonie and Green Island	Oneonta	Carbondale
No. of Men—Steel Work —	8	8	8
No. of Men—Wood Work—	8	8	8
Man Hours—Steel Work —	29 hrs. 25½ min.	31 hrs. 51 min.	32 hrs. 21 min.
Man Hours—Wood Work —	17 hrs. 4 min.	16 hrs. 57 min.	20 hrs. 15 min.
Total Man Hours —	46 hrs. 29½ min.	48 hrs. 48 min.	52 hrs. 36 min.



Rebuilding Superstructure and Trucks



Finished Car

The photograph given below is in *Shaughnessy,* p. 300. This photograph was taken at the second car building contest in 1924 in Oneonta. In Shaughnessy's caption, the year of this contest is given incorrectly as 1922. There was no car building contest in 1922. The first contest was in 1923. This photo was taken in 1924.

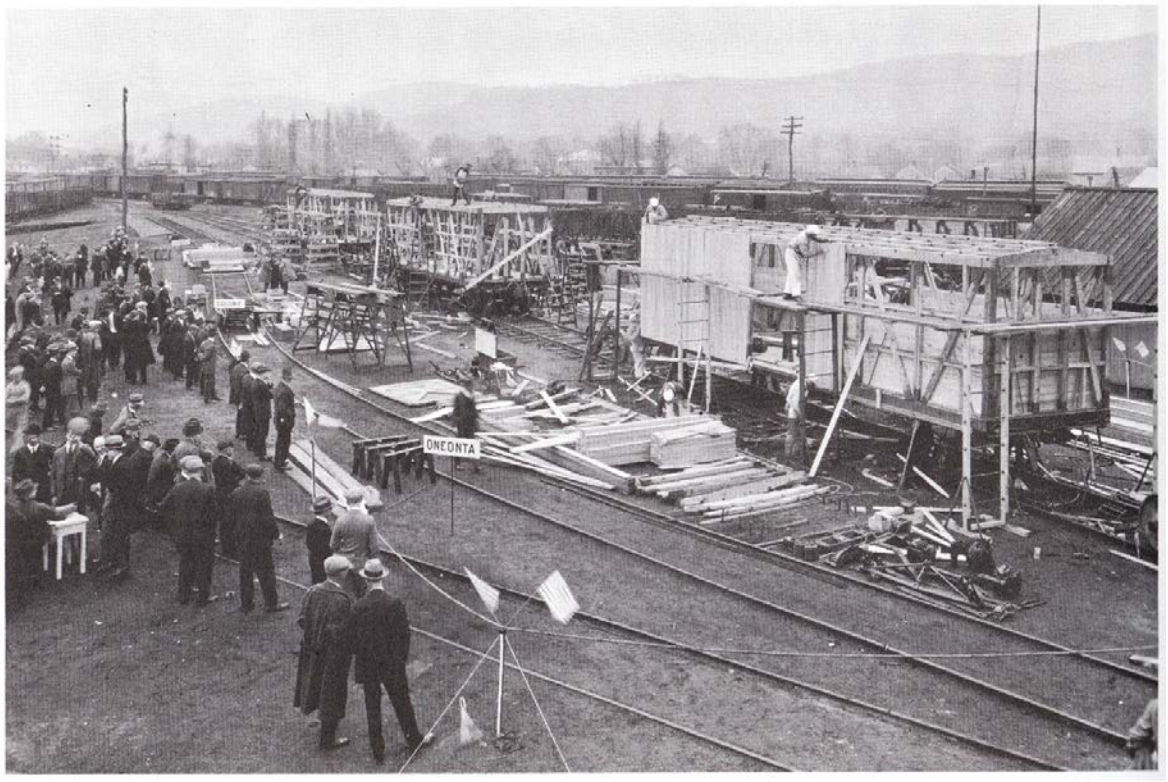
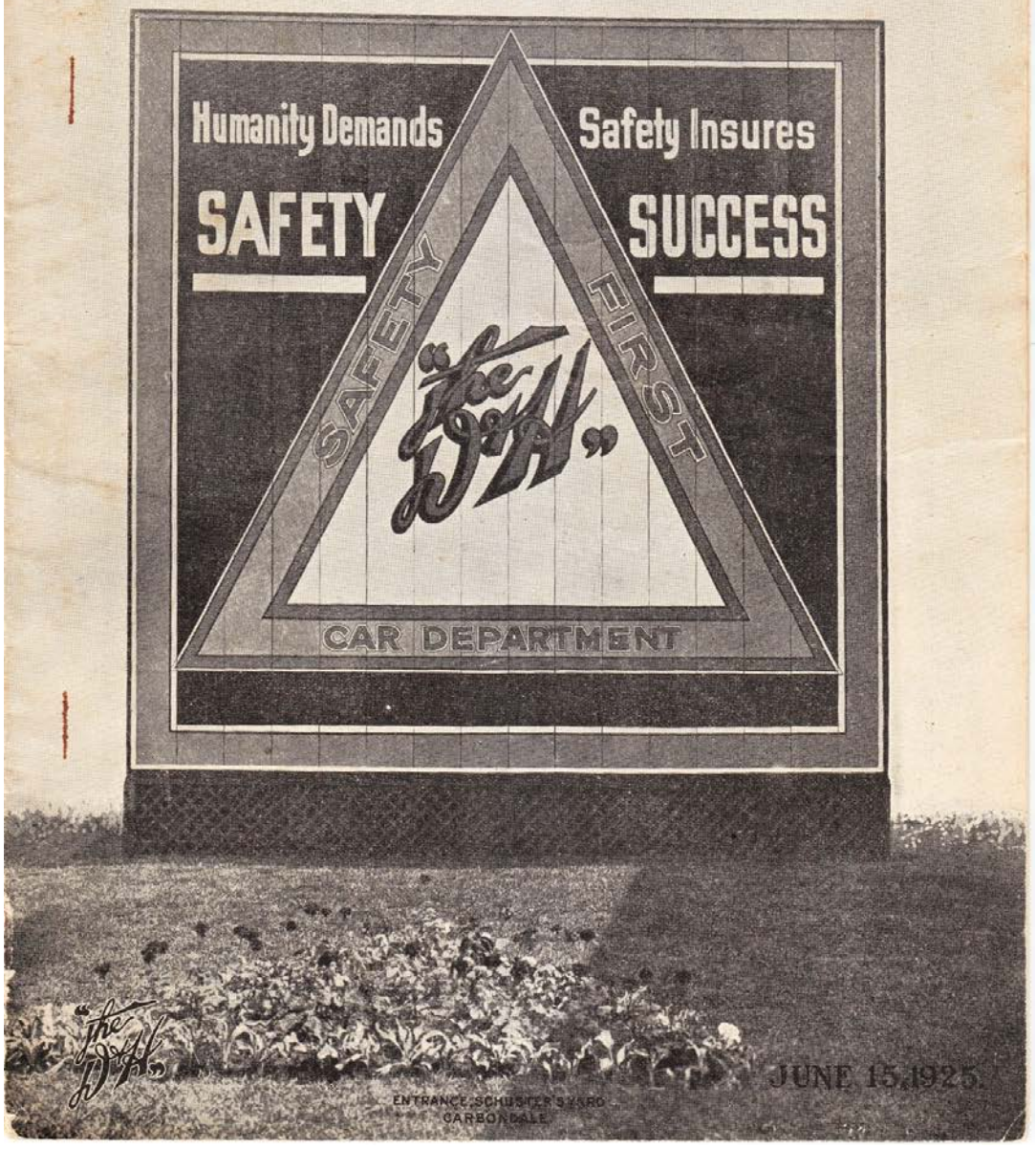


Photo on page 300 of *Shaughnessy,* with this caption: "Eight-man car building teams from Oneonta, Colonie, Carbondale, and Green Island are shown competing for a trophy and a $20 gold piece for each man, on the winning team, in the second annual car fabrication contest, at Oneonta, May 8, 1922 [should read "1924]. The home team was leading when the picture was taken, three hours after the contest began, and went on to win the day, completing the standard 40-foot, 30-ton capacity boxcar in 8 ½ hours. . . .

An excellent article on the Carbondale car building contest in 1925 is presented in the June 15, 1925 issue of *The Delaware and Hudson Company Bulletin, pp.* 5-9, 11-15. The photograph on the cover of this issue of the *Bulletin* is titled "*Entrance Schuster's Yard Carbondale".* A note titled *"The Cover Page"* is given on page 4 of that issue. That note reads as follows: "The cover page study for this issue is a reproduction of a large sign artistically done in colors that greeted visitors to the recent car building contest at Carbondale as they entered Schuster's yard where the work was in progress. It is the work of MAURICE BLOCKSIDGE, foreman painter in the motive Power department at Carbondale." Here is that cover:

THE DELAWARE AND HUDSON COMPANY BULLETIN



JUNE 15, 1925.



THE CONTEST CAR

Oneonta Carmen Again Victors

Completely Rebuild Standard Tandem Twin Hopper Bottom Gondola of 85,000 Pounds Capacity in 45 (man) Hours and 20 Minutes, In Third Contest

(A Key to All Photographs will be Found on Page 14)

WHILE at Carbondale, Pa., on Thursday, May 21, nearly a thousand spectators—officials of connecting railroads and others extending to the north, south, and into the far west, representatives of railway supply houses and of the Interstate Commerce Commission, newspaper men and writers for mechanical and technical journals, our own officials and supervisory officers, and a generous representation of town folk—looked on with much anxiety and profound interest, three teams of sixteen men each vied with one another for championship honors as they rebuilt three Delaware and Hudson Standard Tandem Twin Hopper Bottom Gondola cars of 85 000 pounds capacity, in the third car building contest to be held on the system.

Oneonta carmen, victors in the contest held at their own shops a year ago, with a total of forty-five hours and twenty-minutes, were the first to complete their work; the Saratoga division team, composed of men from the Colonie and Green Island shops, finished second with forty-six hours and twenty-four minutes; and, the Carbondale team, with forty-eight hours and thirty-two minutes, was third. All time calculations were made on the basis of man hours. C. E. Peiffer, master car builder for the Buffalo Rochester and Pittsburg; W. G. Knight, mechanical supervisor for the Bangor and Aroostook; and P. Alquist, master car builder for the Delaware, Lackawanna and Western, were the judges.

New interest was afforded and the contest was made more formidable than any of its forerunners, by the inclusion of the regular steel work which is a part of the rebuilding program as applied to such cars. The makeup of each team, therefore, included eight steel and eight wood workers, although at no time were more than eight men of either classification at work. Because of a desire not to "overload" the teams, the air brake work and the painting and stenciling of the car were left for Carbondale employes to complete after the official contest operations had been concluded.

As each such contest is announced, the sphere of prominence which these demonstrations have created for themselves in the railroad world because of their highly educational features, is noticeably increased. The first was held at our Colonie shops, October 31, 1923, and was participated in by five teams of six men each. It embraced the dismantling and rebuilding of the superstructure, the assembling of trucks and the assembling and application of draft gear equipment of a standard Delaware and Hudson Twin Hopper Gondola car of 85 000 pounds capacity. A Carbondale team won, its total of man hours being 46 hours and 54 minutes. The second was at Oneonta, May 8, 1924, at which time the superstructure of a 60,000-pound capacity steel underframe box car was rebuilt and trucks and draft gear assembled, an Oneonta team winning in 52 man hours.

Rivalry among the participating workmen is


ONEONTA
CAR
BUILDING
CONTEST
CARBONDALE, PA.
MAY 21, 1925.

friendly, but nevertheless keen. There is always an evidence of shop pride and an earnest desire to carry back with them the trophy of the day, the Birkett cup, a silver memorial to the first Car foreman employed by the Company. The contests, ostensibly, are planned for the educational features they may develop. Outstanding among these, is the material layout, indicating, as it does, efficient and economical shop operation, the ready accessibility of material stimulating production and the resultant output reflected in the earnings of the pieceworkers on which basis the work is performed. An example of what was accomplished in this particular contest in the remarkably short time involved, may be had from a study of the list of material used in rebuilding a single unit and which appears elsewhere in this issue This material was collected and arranged for each team alongside its allotted space, by WALLACE HICKOK, chief inspector.

Work commenced promptly with the blowing of the shop whistle at 8 a. m. From then on until the last nut was run down on the prize winning car and the judges had turned it over to G. W. DITMORE, master car builder, there was only one interruption in the performance and that was of ten minutes following the conclusion of the steel work on each car, thereby providing time in which to clear the space around the car so that the wood workers might progress with their tasks unhampered by litter or other obstacles.

Almost from the very outset, a difference in the method of approach was noticeable on the part of each team. The most noticeable variation in the steel work, was that the teams from Colonie and Oneonta allowed the center channels to lie flanges down on the horses upon which they rested, until side castings and reinforced channels had been secured, which appeared to be the best practice. Carbondale workers in consummating this same performance, kept the channels on edge making it necessary to steady them while the operations noted were in progress. Another feature of the steel work which attracted considerable attention was a home-devised lever dolly bar, used by a Colonie riveter which permitted him to hold a rivet and buck it up at the same time. Numerous other kinks and unique practices, which were wholly permissible, were noticeable both in the completion of the steel work as well as that of the wooden superstructure.

Colonie was the first to conclude its steel work, finishing at 9:57 a. m. Oneonta was second, at 10:05 a. m., and Carbondale third, at 10:50 a. m. Explanation of the wide divergence of time particularly as between that of the Carbondale team and the other two, is to be found in an agreement made between the Three Divisional Car Foremen prior to the contest, which permitted them to assign the truck work to either their steel crew or to the wood workers. In regular shop practice, truck repairers do this work but these were omitted from the teams for the same reason as were the air brake men and painters. Carbondale chose to have their steel men also assemble the trucks and the judgment of the foreman, RAYMOND SCHUSTER, would have proven its worth but for difficulties experienced in the performance of the steel assembling. It was his idea that he could thus effect a better equalization of his men, for when certain of them no longer were needed on the steel work, they could be used on the trucks. Oneonta and Colonie left the trucks for their wood workers.

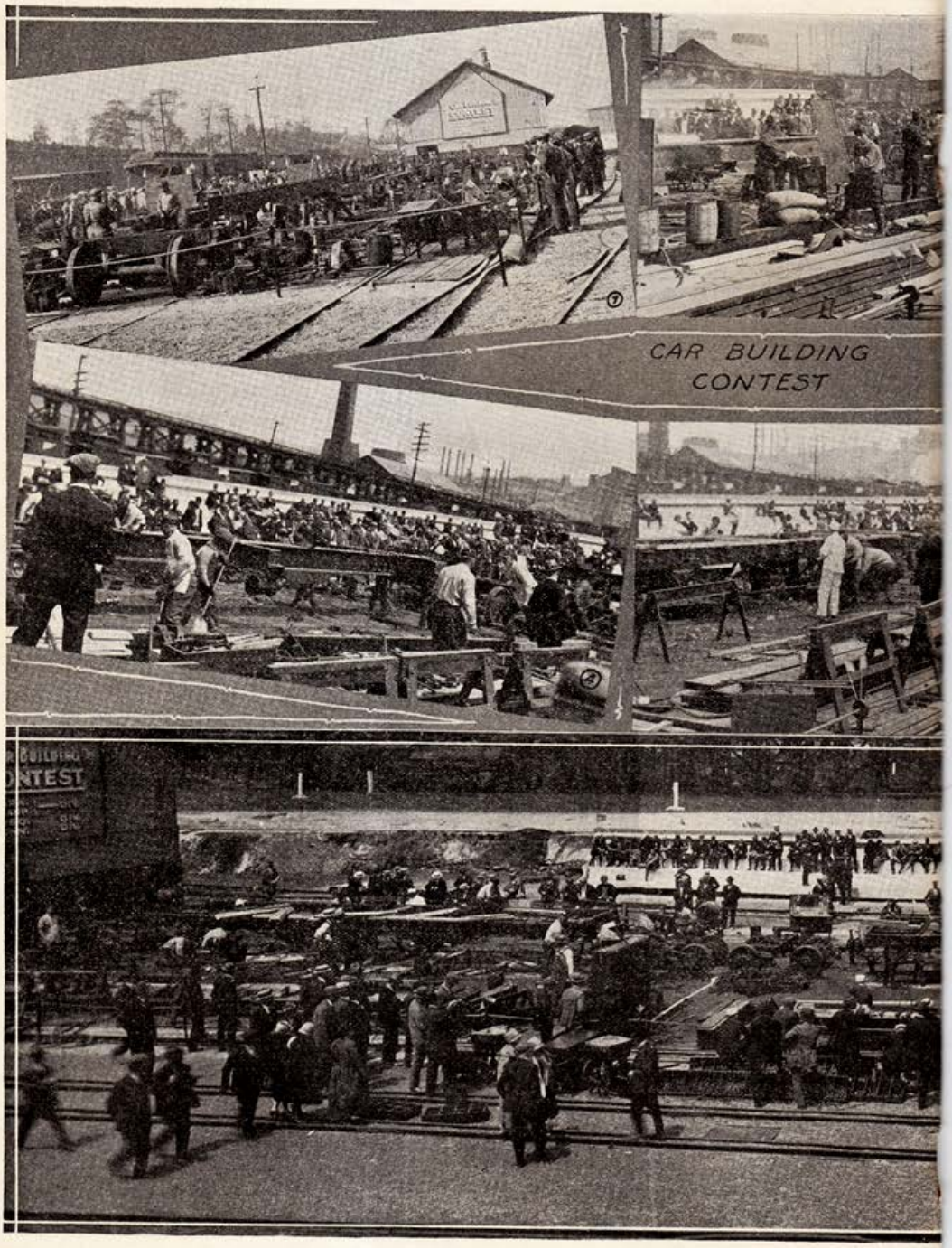
Differences in practices among the wood workers were noticed in the manner in which they handled their side sills. Colonie, it was agreed, used the best method, that of allowing the sills to lie flat on horses until stake pockets had been secured

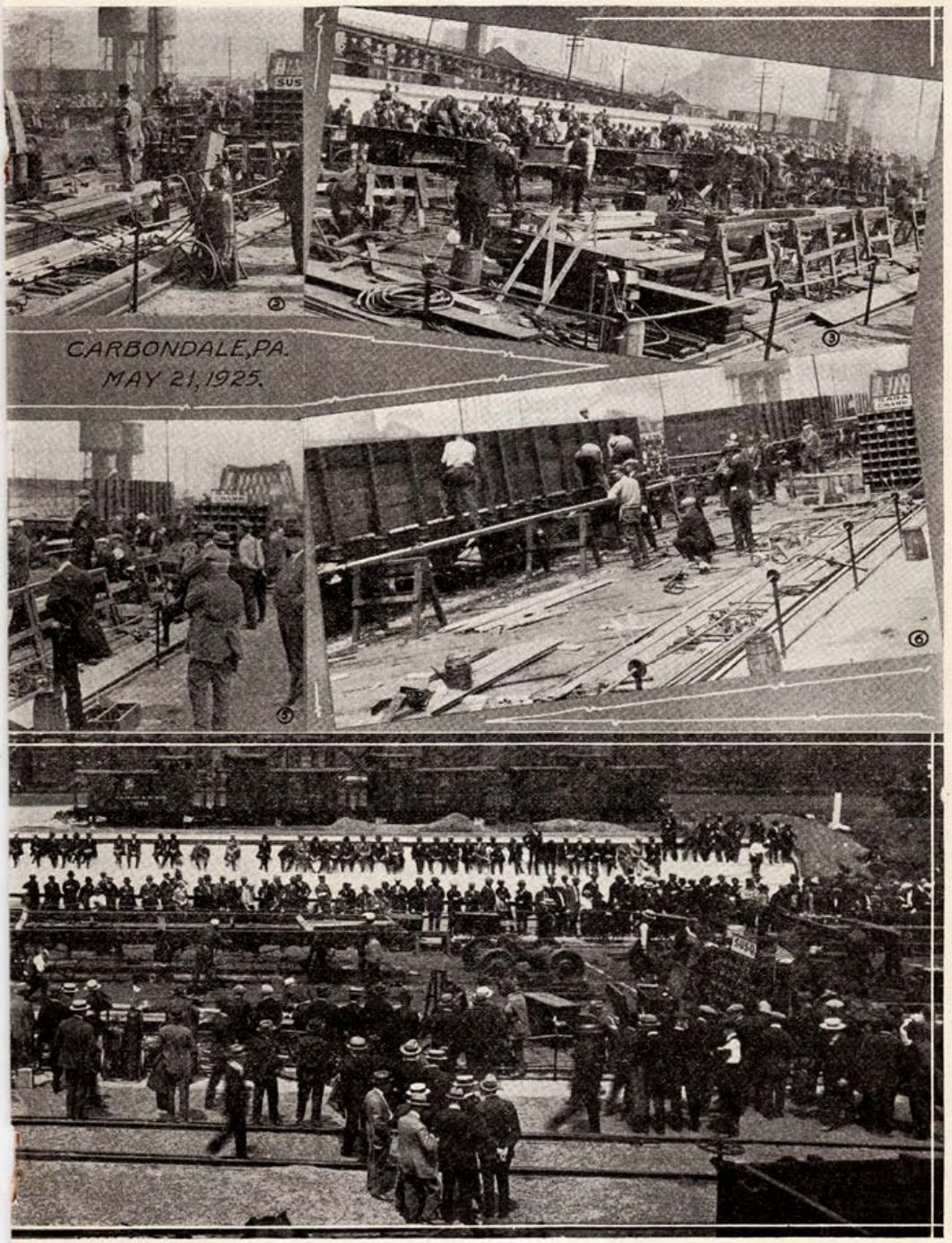
(Continued on Page 11)

As the Work was Concluded

	ONEONTA	COLONIE	CARBONDALE
Steel work	16 hrs. 40 mins.	15 hrs. 36 mins.	22 hrs. 40 mins.
Wood work	26 hrs.	28 hrs. 8 mins.	23 hrs. 12 mins.
Total	42 hrs. 40 mins.	43 hrs. 44 mins.	45 hrs. 52 mins.
Air brake work	1 hr. 10 mins.	1 hr. 12 mins.	1 hr. 5 mins.
Painting and stenciling	1 hr. 30 mins.	1 hr. 28 mins.	1 hr. 35 mins.
Finished time*	45 hrs. 20 mins.	46 hrs. 24 mins.	48 hrs. 32 mins.

* Man hours.


CAR BUILDING
CONTEST


CARBONDALE, PA.
MAY 21, 1925.

Oneonta Carmen Again Victors

(Continued from Page 5)

by U bolts, after which the sills were turned over and nuts run down by air machine. Portable scaffolding appeared an advantage to the Oneonta team, over the use of ladders by their competitors, when bolting side stakes and corner bands, securing Wine ladders and other outside appliances.

Oneonta finished its wood work first, at 1:30 p. m.; Colonie was second, at 1:38 p. m., and Carbondale third, at 1:54 p. m. For better time comparisons the table on Page 7 may prove more helpful:

Time required for the assembling of trucks and the assembling and application of draft gears is included in the wood work time of the Oneonta and Colonie teams, and in the steel work time of the Carbondale team, as follows:

	Oneonta	Colonie	Carbondale
Trucks	1 hr.	1 hr. 44 mins.	2 hrs. 28 mins.
Draft gears assembled and applied	39 mins. 34 secs.	1 hr. 4 mins.	54 mins.

The dimensions of this type of car are :

Length inside	36′ 0″
Width inside	8′ 6½″
Height inside	4′ 3¼″
Length over striking castings	38′ 1″
Width over all	10′ ½″
Height from rail to top of floor	4′ 4¼″
Height from rail to top of car	8′ 7½″
Height from rail to top of brake shaft	9′ 1-13/16″
Distance center to center of trucks	27′ 5½″
Cubical capacity	1542 cu. ft.
Capacity	85,000 lbs.
Light weight	40,000 lbs.
Size of journals	5 x 9″

At 4 p. m., the same day, the car, No. 40265, completed by the Oneonta team, was loaded at the Coalbrook breaker, across the yards from the scene of the contest, and fifty-five minutes later was en route for Wakefield, Mass., via the Boston and Maine, in Extra 1219, north.

The guests, as was evidenced by their remarks of appreciation, were courteously entertained. Each, on arriving at Shop 26, was given an artificial red flower as a favor to be worn in a lapel button hole. Immense bleachers, trimmed in red, white and blue bunting and with seats protected by canvas, ran parallel to the tracks upon which the cars were being rebuilt, thereby making it possible for all to watch, at close range, the progress of the contest from beginning to end. At noon, a box lunch was served in the wood mill by the wives of the Car department supervisory officers on the Pennsylvania division and the young ladies in the divisional car foreman's office at Carbondale, long tables neatly covered with white paper and otherwise made attractive with cut flowers having been specially arranged for the occasion.

G. W. Ditmore, master car builder, announced the results of the contest and congratulated the men upon the spirit with which they had taken part in it, and then Colonel J. T. Loree, vice-president and general manager, who, with his staff, had broken in on an inspection trip over the system to watch the contest throughout, spoke of its educational benefits and commended the men upon the splendid accomplishment they had wrought in such a short space of time. He thereupon returned to A. G. Ditmore, divisional car foreman on the Susquehanna division, the Birkett cup, won a year ago by men from his shops, but possession of which had been at stake during the progress of the contest. In conclusion, he presented twenty-dollar gold pieces to the members of the winning team, while to those who comprised the second team, he gave ten-dollar gold pieces. He announced that another contest would be held either this fall or next spring.

This Was the Material Used in Each Car

Underframe

2	Center Sill Channels	1	Bottom Cover Plate Cross-Bearer
8	Bolster Webs	4	Hopper Slope Sheet Braces
2	Cross Bearer Webs	4	Connection Angles
4	Center Braces at Bolster	6	Side Sill Supports
1	Center Brace at Cross-Bearer	2	End Sill Supports
2	Braces at Draft Gear	4	Stringer Supports
1	Top Cover Plate Center Sills	1	Cylinder Support Bracket
2	Bottom Cover Plate Center Sills	1	Cylinder Support
1	Bottom Cover Plate Center Sills	1	Reservoir Support
1	Top Cover Plate Center Sills	2	Tie Plates
2	Top Cover Plates (Bolster)	4	Hopper Sheets
2	Bottom Cover Plates (Bolster)	2	Fulcrums
1	Top Cover Plate Cross-Bearer	2	Pipe Clamp Brackets

Material — Continued

12	Hopper Carrier Irons	4	Gussets (Reinforcements)
2	End Sill Channel	2	Splicing Channels
2	End Sill Fillers	2	Flanged Splice Plates
18	End Sill Connection Angles	2	Flat Splice Plates
4	Stringer Supports	4	Body Side Bearings
2	Top Cover Plates (Reinforcements)	4	Body Side Bearing Shims
		2	Body Center Plates
2	Bottom Cover Plates (Reinforcements)	2	Center Pins—Key Way
		2	Striking Plates

Body

2	Side Sills	4	Section Body Truss Rods
8	Body Side Planks	2	Truss Rod Turn Buckles
8	Body End Planks	4	Diagonal Tie Rod Plates
1	Body Side Stake	2	Diagonal Tie Rod Connections
13	Nailing Girths	16	Wine Door Washer Plates
56	Slope Planks	8	Door Angles at Skirt Sheets
12	Hopper Planks	24	Side Stake U Bolt Plates
1	Plank at Cross Center of Car	4	Diagonal Tie Rods
297	Flooring (Bd. ft.)	24	Side Stake Pockets
4	Skirt Planks	16	Door Hinge Straps
8	Hopper Door Planks	16	Door Hinge Butts
12	Outside Corner Bands	8	Wine Door Latches
12	Inside Corner Bands	8	Wine Door Latch Brackets
8	Outside Corner Bands	8	Wine Door Latch Weights
8	Inside Corner Bands	4	Queen Posts
18	Vertical Straps	4	Body Truss Rod Saddles
4	Side Sill Bearing Plates	2	Inside Toe Steps
4	Wine Door Hopper Plates	4	Beveled Washers 1¼"
4	Wine Door Angles	8	Beveled Washers ⅞"

Draft Gear

2	ARA 5 x 7 Type "D" Couplers	4	Harvey Draft Springs
2	Cast Steel Coupler Yokes	8	Follower Plates
4	Miner Draft Side Castings	4	Follower Straps
2	Coupler Carrier Irons	4	Cast Steel Coupler Yoke Pins

Safety Appliances

2	End Wine Ladders Complete	1	Coupler Release Lever "B" end
2	Side Wine Ladders Complete	2	End Coupler Release Lever Brackets
4	Sill Steps		
2	Side Horizontal Hand Holds	2	End Coupler Release Lever Bracket Fillers
2	Top End Horizontal Hand Holds		
2	Bottom End Horizontal Hand Holds	2	Center Release Lever Coupler Brackets
2	Bottom Side Ladder Treads	4	End Sill Hand Holds
1	Coupler Release Lever "A" end		

Air Brake

1	Reservoir	2	Connection Rods
1	Cylinder	2	Top Connection Rods
1	Retainer Valve	1	Hand Brake Rod
2	Angle Cocks	1	Push Rod
1	Cutout Cock	2	Release Rods
1	Dirt Collector	1	Hand Brake Lever
2	Air Hose	27	Connection Pins
2	Burnett Angle Cock Holders Complete	27	Brake Connection Pin Cotters
		2	Release Valve Rod Cotters
1	Release Valve	4	Train Pipe Hangers
1	K-2 Triple Valve	8	Train Pipe Hanger Lags
5' 2"	Wrot Pipe 1"	6	Train Pipe U Bolts
24'	Wrot Pipe ⅜"	2	Release Valve Rod Hangers
46'	Wrot Pipe 1¼"	2	Release Valve Rod Hanger Lags
1	1" Union	2	Angle Cock Holder Brackets
1	⅜" Union	1	Brake Chain Complete
3	1¼" Couplings	2	Release Rod Cotters
3	⅜" Elbows	1	Brake Shaft
2	Lag Screws ⅜" x 1½"	1	Brake Shaft Step
2	Lever Rests	1	Brake Shaft Support
2	Lever Rests	2	Brake Step Board Brackets
1	Slope Plank Fulcrum	1	Top Brake Shaft Cotter
2	Center Sill Fulcrums	1	Bottom Brake Shaft Cotter
1	Side Sill Fulcrum	1	Brake Pawl Ratchet Bearing
2	Cylinder Lever Carriers	1	Brake Ratchet Wheel
1	Cylinder Lever	1	Brake Pawl
1	Center Fulcrum Lever	1	Brake Wheel
2	Fulcrum Levers	1	Brake Step Board
1	Cylinder Rod		

Material — Concluded

TRUCKS

4	Top Arch Bars	8	Reinforced Back Brake Shoes
4	Bottom Arch Bars	8	Brake Shoe Keys
4	Bottom Tie Rods	4	Truck End Castings
2	Truck X Tie Straps	8	33" Cast Iron Wheels 5 x 9
4	Brake Beam Auxiliary Safety Hangers	4	5 x 9 Axles
		4	Sets Truck Springs No. 7
8	Journal Boxes 5 x 9	8	Column Bolts
8	Journal Bearings 5 x 9	16	Journal Box Bolts
8	Journal Bearing Wedges 5 x 9	8	Brake Hanger Pins
2	Cast Steel Truck Bolsters	8	Brake Hanger Pin Split Keys
2	Bottom Schaeffer Connection Rods	8	Dust Guards 5 x 9
		4	Schaeffer Truck Levers
8	Schaeffer Brake Hangers	2	Dead Lever Fulcrums
4	ARA No. 2 Brake Beams		

MISCELLANEOUS

847	Buttonhead Rivets	62	5/8" Grip Nuts
991	Machine Bolts	42	3/4" Grip Nuts
24	Carriage Head Bolts	16	7/8" Grip Nuts
22	Rods	16	1 1/8" Grip Nuts
18	Lag Screws	4	1 1/4" Grip Nuts
541	1/2" Wrot Washers	8	1 5/8". Grip Nuts
216	5/8" Wrot Washers	89	30-D Wire Nails
4	3/4" Wrot Washers	96	10-D Wire Nails
88	7/8" Wrot Washers	2	Red Lead on underframe (Gals.)
18	3/4" Cast Iron Washers	3 1/2	Truck and Frame Black Paint (Gals.)
44	7/8" Cast Iron Washers		
8	7/8" Beveled Cast Iron Washers	3	Metallic Freight Car Paint (Gals.)
4	1 1/4" Beveled Cast Iron Washers	1	White Lead (Lb.)
12	1/2" Grip Nuts		

And These Were Some of the Visitors

BANGOR & AROOSTOOK—W. G. Knight, mechanical superintendent, Derby, Me.

BALTIMORE & OHIO—G. F. Patten, inspector of shops, Baltimore, Md., and F. H. Lee, superintendent freight car maintenance, Baltimore, Md.

BOSTON & MAINE—D. H. Pyne, divisional car foreman, Mechanicville; F. P. Ramsdell, general foreman, Fitchburg, Mass., and G. C. Vogel, general piecework inspector, Boston.

BUFFALO, ROCHESTER & PITTSBURG—C. E. Peiffer, master car builder, DuBois, Pa.

CANADIAN NATIONAL RAILWAYS—J. Hoskins, contract demonstrator, Montreal, P. Q.

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS—R. W. Tomlinson, piecework inspector, Indianapolis, Ind.

CHESAPEAKE & OHIO—J. A. Roberts, inspector, Richmond, Va.

CLINCHFIELD—Herman Bower, general foreman Car department, Erwin, Tenn.

DELAWARE, LACKAWANNA & WESTERN—P. Alquist, master car builder; H. Surplus, general car foreman, and J. F. Thompson, general piecework inspector, all of Scranton, Pa.

ERIE—J. McMullen, superintendent Car department, New York City; M. H. Quinn, superintendent car repairs, Jersey City; H. E. Perry, divisional car foreman, Susquehanna, Pa.; W. H. Middaugh, divisional car foreman, Port Jervis, N. Y.; R. Knorr, divisional car foreman, Dunmore, Pa.; G. Goldsmith, shop superintendent, Buffalo; W. W. Warner, shop superintendent, Kent, O.; J. Todd, shop superintendent, Susquehanna, Pa.; G. Thibaut, master mechanic, Susquehanna, Pa.; F. J. Philbin, inspector, Dunmore, Pa.; J. Murphy, A. R. A. inspector, Dunmore, Pa.; M. Smith, car foreman, Dunmore, Pa.; R. W. Schultz, car foreman, Dunmore, Pa.; L. H. Creighton, car foreman, Port Jervis, N. Y.; C. H. Weber, steel car foreman, Dunmore, Pa.; S. Donato and J. Herko, carmen, Dunmore, Pa.

GRAND TRUNK—B. J. Farr, superintendent of motive power and car department, Battle Creek, Mich., and G. E. Murray, electrical and mechanical engineer, Battle Creek, Mich.

LEHIGH VALLEY—F. Fouse, Packerton, Pa.; Ira Everett, chief car inspector, Bethlehem, Pa.; W. E. Stork, general car foreman, Coxton, Pa.; E. Minick, general freight car foreman, Sayre, Pa.; and F. Miller, foreman car inspectors, Wilkes Barre, Pa.

LONG ISLAND—A. L. Anderson, general foreman, and S. Reuter, foreman, of Richmond Hills, and W. Morrison, storekeeper, Jamaica, L. I.

MICHIGAN CENTRAL—W. J. Rourke, traveling general foreman, Detroit.

MISSOURI-KANSAS-TEXAS—G. O. Luckie, general car foreman, and J. R. Hayden, car draftsman, of Denison, Texas.

MISSOURI PACIFIC—E. E. Arnold, superintendent of shops, DeSoto, Mo.; L. R. Christy, general car inspector, St. Louis, Mo.; and H. M. Watts general car foreman, Little Rock, Ark.

NEW YORK CENTRAL—A. A. Burkhard, divisional car foreman, West Albany.

NEW YORK, ONTARIO & WESTERN—B. P. Flory, superintendent of motive power, Middletown, N. Y.; A. Kipp, general car inspector, Middletown, N. Y.; W. W. Daley, master mechanic, Norwich, N. Y.; C. V. Fryer, general car foreman, Middletown, N. Y.; A. J. Boyd, car foreman, Norwich, N. Y.; C. A. Green, assistant car foreman, Norwich, N. Y.; M. S. Short, freight foreman, Middletown, N. Y.; L. J. Ten Broeck, car foreman, Carbondale, Pa.; and C. T. Heckroth, chief piecework inspector, Middletown, N. Y.

NEW YORK, NEW HAVEN & HARTFORD—J. P. Egan, general superintendent car maintenance, New

Haven, Conn.; F. S. Cole, general car foreman, Maybrook, N. Y.; H. W. Case, general foreman, Hartford Conn.; J. E. Shean, supervisor and inspector, Readville, Mass.; W. L. Hill, car foreman, Boston; and H. H. Legg, foreman, Boston, Mass.

PENNSYLVANIA—A. W. Kerns, shop inspector, Altoona, Pa.

RICHMOND, FREDERICKSBURG & POTOMAC—T. S. Cheadle, chief car inspector, and A. H. Moncure, general foreman, of Richmond, Va.

READING—H. S. Keppelman, general car inspector, and A. B. Clark, general foreman, of Reading, Pa.

ST. LOUIS-SAN FRANCISCO—R. Sloan, supervisor of piecework, Springfield, Mo.

INTERSTATE COMMERCE COMMISSION—J. Bromley and A. M. Banks, Washington, D. C.

RAILWAY MECHANICAL ENGINEER—M. B. Richardson, New York City.

RAILWAY SUPPLY HOUSES

ADAMS & WESTLAKE—Howard Selp, New York City.

AIR REDUCTION COMPANY—H. A. Hocking, L. N. Vail, L. R. Rush, and J. W. Knowles, all of New York City.

AMERICAN CAR & FOUNDRY COMPANY—H. Streader, New York City.

AMERICAN STEEL FOUNDRIES COMPANY—T. H. Hopkirk, New York City.

CHICAGO PNEUMATIC TOOL COMPANY—D. E. Cook, New York City.

DUFF MANUFACTURING COMPANY—W. G. Robb, New York City.

FRANKLIN OIL COMPANY—I. S. Westley, Franklin, Pa.

GALENA OIL COMPANY—W. A. Turbee and W. A. Foster, New York City.

GOLD CAR HEATING AND LIGHTING COMPANY—F. H. Smith, Brooklyn, and A. B. Strange, New York City.

GRIP NUT COMPANY—H. Passmore, Chicago, Ill.

HAUCK MANUFACTURING COMPANY—G. N. Broadhurst, Brooklyn.

INDEPENDENT PNEUMATIC TOOL COMPANY—W. E. Dougherty and F. A. Herman, Philadelphia.

INGERSOLL-RAND COMPANY—F. M. Cross, New York City, and S. R. Sanders and H. L. Kent, of Scranton, Pa.

JOYCE CRIDLAND COMPANY—A. S. Beattys, New York City.

KAY & ESS COMPANY—A. J. Bush, Dayton, O.

LESHER-WHITMAN COMPANY—L. Gorling, New York City.

MAHR MANUFACTURING COMPANY—R. G. White, New York City.

MANNING, MAXWELL & MOORE—W. Deems, New York City.

W. H. MINER—J. H. Link, Chicago, Ill.

NATIONAL BRAKE COMPANY—W. D. Brewster, Buffalo, N. Y., and R. F. Hayes, New York City.

NATIONAL MALLEABLE & STEEL CASTING COMPANY—W. Lewis and E. V. Sihler of New York City.

NEW YORK AIR BRAKE COMPANY—H. A. Flynn, Boston.

A. O. NORTON—H. J. Wilson, Boston.

OIL FURNACE COMPANY—Ray White, New York City.

OXWELD RAILROAD SERVICE COMPANY—A. D. Bowman, New York City.

PRATT & LAMBERT, INC.—S. S. Demarest, Long Island City.

SAFETY CAR HEATING & LIGHTING COMPANY—A. B. Mills, Boston, and J. S. Henry, New York City.

SCIENTIFIC PRODUCTION CORPORATION—H. H. Linton, New York City.

SHERWIN-WILLIAMS COMPANY—J. Schlintz, New York City.

SUPERIOR FLAKE GRAPHITE COMPANY—L. H. Snyder, Chicago, Ill.

UNION ASBESTOS & RUBBER COMPANY—O. H. Neal, New York City.

VAPOR CAR HEATING COMPANY—W. H. Tucker, New York City.

WALWORTH MANUFACTURING COMPANY—P. B. Miller, Boston, Mass.

WESTINGHOUSE AIR BRAKE COMPANY—E. Maylock and H. B. Gardner, New York City.

WINE RAILWAY APPLIANCE COMPANY—P. P. Beck, New York City.

Key to Photographs

PAGE 6

(1) Oneonta team, seated (left to right—Alex Ushtwant, Henry Neilson, Horace Landry, Fortunatus Kattansick, Percy Brush, and Fred Lamb. (Second row)—John Knosvitch, Joseph Dilello, Lee Colburn, Warner C. Arndt, Albert Dilello, and Fred Demesko. Standing—Claude E. Gregory, piecework inspector; Ross J. Comstock, foreman steel gang; Egnu Solowich, Daniel Patrick, Herman Wells, Louis Colone, Mike Truchan, Elmer Young, and Rathbun J. Cook, foreman wood gang.

(2) Colonie-Green Island team, seated (left to right)—Joseph Drohomericki, Michael Seledee, Joseph Niemiec, Merrill G. Bennett, Mike Kotansky, and Joseph Gowacte. Kneeling—Frank Zyvonski, Walter Ekiert, John Gachus, Steve Croykowski, and Steve Cherney. Standing—James J. O'Keefe, foreman steel car repairs; George Bokay, Adam Olesqueski, Joseph Cole, Peter Hitch, Mytro Washinko, and Harry Travis, foreman wood car repairs.

(3) G. W. Ditmore, master car builder.

(4) A. G. Ditmore, master car builder, Susquehanna division, receiving Birkett cup from Colonel J. T. Loree (right), vice-president and general manager.

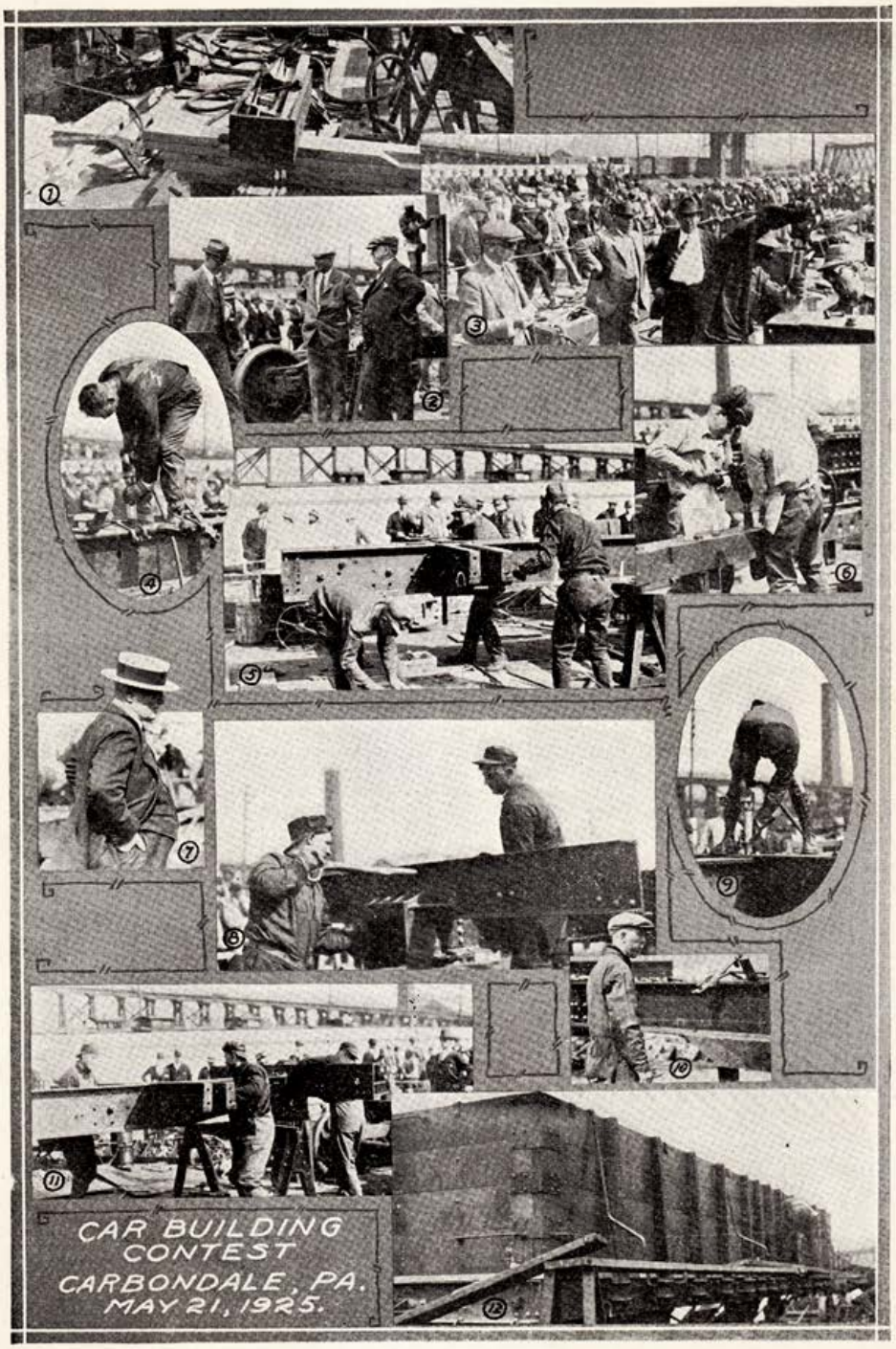
(5) Carbondale team, seated (left to right)—Milo Ross, Charles Drogo, George Lewis, Arthur Rake, and John Schivitz. Kneeling—Edward Moore, Pasquale Buonomo, Semi Buonomo, Anthony Ross, Pasquale Cerra, and Lawrence Zappa. Standing—Otto Richardson, assistant foreman steel work; James Snee, Fred Ross, Luigo Montanaro, Leo Baker, John Villano, Joseph Pastore, Frank Kolbozowsky, and R. C. Schuster, foreman wood work.

PAGES 8 AND 9

(1) Before the start. (2) With the Oneonta Steel Workers. (3) Colonie's steel work progresses. (4) Colonie finishes its steel work. (5) The wood work under way. (6) The wood work nearing conclusion. (7) A general view of the contest while in progress.

PAGE 15

(1) Material layout. (2) W. G. Knight, mechanical supervisor, Bangor and Aroostook, and C. E. Peiffer, master car builder, Buffalo, Rochester and Pittsburg, judges; and "Jim" O'Neil, general foreman, Car department, Green Island. (3) W. K. Brodie, divisional piecework inspector; A. G. Ditmore, divisional car foreman, and Ross Comstock, foreman steel work—all of the Susquehanna division. (4) Frank Zyvonski, steel worker on the Colonie-Green Island team, using a home-made lever dolly bar. (5) Oneonta steel workers speeding up. (6) Colonie-Green Island wood workers using air machine for tightening nuts on U bolts holding stake pockets. (7) P. Alquist, master car builder, Delaware, Lackawanna & Western, one of the judges. (8) Carbondale steel workers. (9) A Carbondale steel worker. (10) J. J. O'Keefe, foreman steel work, Colonie-Green Island team. (11) With the Colonie-Green Island steel workers. (12) Portable scaffolds used by Oneonta team.


CAR BUILDING
CONTEST
CARBONDALE, PA.
MAY 21, 1925.

1652

In the Caboose

Additions for Volume I:

1. Minutes of the Meetings of the D&H Board of Directors

The minutes of the meetings of the Board of Directors of the Delaware and Hudson Canal Company are in the library/archives of the National Canal Museum, Easton, PA.

2. The Delaware and Hudson Canal Company bank on Wall Street

Some facts about the D&H Canal Company Bank:

--"On that day [November 19, 1824], the New York Legislature passed an act, in further amendment of the act incorporating the company, authorizing it to employ $500,000 of its capital, actually paid, in the business of banking. It is not known just what were the reasons which led the incorporators of the company to desire this banking power. To some extent, at this time, other industrial concerns operated in part as banks, and it can be conjectured that the incorporators may have concluded, from observing this custom, that the possession of banking privileges, carrying the power of issuing bank bills, might provide currency facilities that would be convenient in making payments to contractors and others as the work of construction proceeded. By the terms of the amendment, these privileges were to continue for only twenty years, and it will be seen later that, at their expiration, the company made no effort to have them renewed." *(COP*, pp. 17-18)

--on March 21, 1825, the D&H purchased 13 Wall Street for $29,000, the building on the site to become the D&H bank; the building in question was "a building of the usual type of the low but substantially built residential structures of that period" *(Century of Progress,* p. 25)

--"Possessed of the right to exercise banking privileges, under the act of the New York Legislature of November 19, 1824, the company's bank opened for business, at 13 Wall street, on June 27, 1825." *(COP*, p. 30)

--*COP*, pp. 25-26:

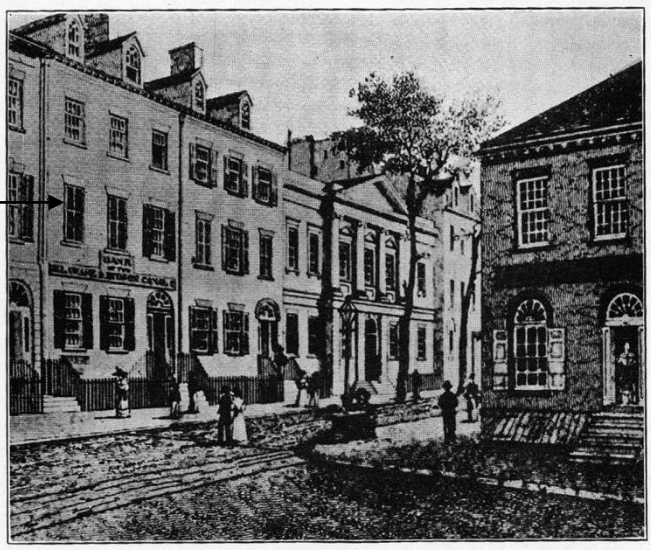
> Until the opening of Spring, 1825, the new company had no office in the financial center of its home state but this need was soon thereafter supplied. Wall street was even then the preferred location for such an office. On March 21, 1825, the purchase of No. 13 Wall street, now part of the site occupied by the sub-treasury, was authorized by the Board of Managers, and ten days later the engraved copper plates for printing bank bills, and the first bank paper were ordered. The price for the office property was twenty-nine thousand dollars, of which one

13 Wall Street:

". . . a building of the usual type of the low but substantially built residential structures of that period."

This, we believe, is a conjectural view of 13 Wall Street.

History of The Delaware and Hudson Company



First office and banking house, 13 Wall Street, New York City.

thousand dollars was immediately paid. The land was already improved by a building of the usual type of the low but substantially built residential structures of that period. By this purchase the company strengthened its position, and took rank at once with the other principal banks located in that vicinity. It remained in exclusive possession of these quarters until the necessity for economy, six years later, brought about a decision to lease part of its office space.

--on May 20, 1829, "the Managers [of the D&H] authorized the president to install a cooking establishment or apparatus in the kitchen of the company's bank for the burning of its anthracite." *(COP*, p. 42)

--in 1831 the D&H leased out part of its office space at 13 Wall Street *(Century of Progress*, p. 26)

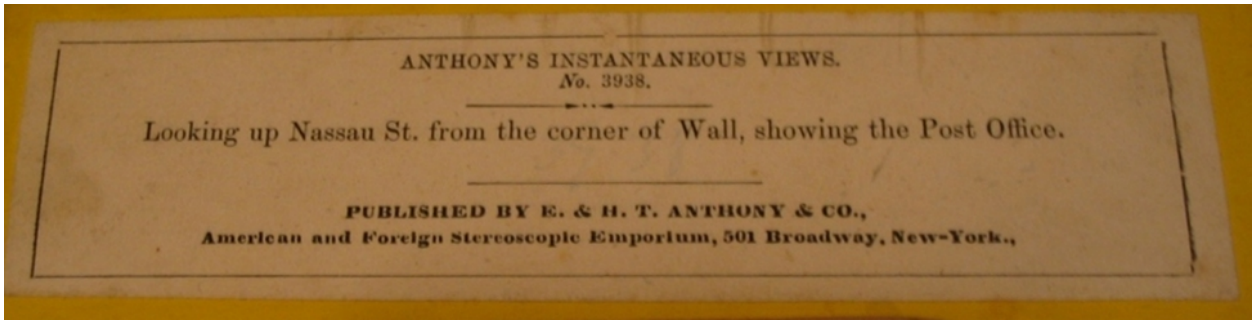
--"On April 21, 1831, the [D&H] banking house at 13 Wall street was leased for two years to The National Bank, a New York corporation, for a yearly rental of $2,500, the company reserving for its own use the modest accommodations provided by the two front rooms on the second floor and the front room on the third floor." *(COP*, p. 75)

--on December 18, 1832, the D&H bank building at 13 Wall Street was conveyed to the U. S. Government.

--"This annual report [for 1835] also contains the information that the Managers believed that the banking business of the company might 'be resumed with advantage,' and for this purpose they had arranged to lease suitable quarters in a building to be erected at the southwest corner of Pine and William streets in New York City." *(COP*, p. 101)

--"When the company's banking privileges expired on November 19, 1844, no effort was made to have them renewed, the Managers believing that the assistance of a facility enabling it to pay its obligations with its own bank bills was no longer needed and that with the country's growth in population and prosperity it had become desirable to concentrate upon the coal business." (COP, p. 119)

Shown below is the back of a stereocard ("Anthony's Instantaneous Views. No. 3938" "Looking up Nassau St. from the corner of Wall, showing the Post Office") that was published by E. & H. T. Anthony & Co., 501 Broadway, New York. This stereocard was sold on E-Bay on July 15, 2016.



Note on the title shown on the card above:

The masonry building on the left in this Anthony photograph is located at the junction of Nassau Street and Wall Street. We are not looking up Nassau Street. We are looking at the foot of Nassau Street, where it intersects with Wall Street. The Wall Street Post Office is in the center, back, of this photo.

About E. & H. T. Anthony & Company:

E. & H. T. Anthony & Company was the largest supplier and distributor of photographic supplies in the United States during the nineteenth century. The company founder, Edward Anthony, was a Columbia College trained civil engineer who had studied photography with Samuel F. B. Morse. Anthony started in the photography business in 1842 by opening a daguerreotype gallery in New York. Five years later he opened a separate shop devoted exclusively to photographic supplies and as sales grew rapidly ceased operations in his daguerrotypist gallery. In 1850 Anthony began the production of daguerreotype cases, camera boxes, and photographic chemicals. His brother, Henry T. Anthony, joined the business two years later in 1852.

The Anthony brothers' factory was located at New York City's Harlem Railroad Depot, occupying one fourth of the building by 1854. The company advertised that their company was the largest manufacturer and distributor of photographic apparatus and material in the world. In 1859 Anthony added stereoscopic view cards, photographic albums, and gallery furniture and backdrops to the company's product lines. The Anthony company also maintained a close business relationship with famed American photographer and portraitist Mathew Brady.

The firm’s name was formally changed to E. & H. T. Anthony & Co. in 1862, and in 1877 was reorganized as a corporation with Anthony as president, his brother as vice-president, and Colonel V. M. Wilcox as manager and secretary. After the death of both brothers, Wilcox became president, Richard A. Anthony (son of Edward Anthony) vice-president, and Frederick A. Anthony the secretary. In 1883 the company produced the first commercially manufactured hand instantaneous camera in America, called the Schmidt Patent Detective Camera. E. & H. T. Anthony merged with the Scovill and Adams Company in 1902. The E. & H. T. Anthony & Company was the corporate predecessor of the Ansco Company.

In 1859. Anthony began to produce stereoscopic view cards. In 1862, the name of the Anthony photographic business was formally changed to E. & H. T. Anthony & Co. The Anthony stereocard referenced on the previous page (“Anthony’s Instantaneous Views No. 3938”), therefore, was produced in or after 1862.

Here is the front of the E. & H. T. Anthony & Co. stereocard that was sold on E-Bay on July 15, 2016. Above the window on the third floor of the masonry building on the left of the photograph is a sign that reads: “DELAWARE & HUDSON CANAL CO.”



Given below is an enlarged detail of that portion of this photograph.

Detail of stereocard shown on the preceding page:



Above the street level entrance to this masonry building is a sign that reads:

"FISK & HATCH

5 [Nassau Street] BANKERS 5 [Nassau Street]"

Fisk & Hatch was a finance and insurance company that was founded in 1862, with offices at 5 Nassau St in New York City.

Given below is an enlarged detail of this section of the building.

Detail of stereoview shown above. In this view, we are looking up Nassau Street, from the corner of Wall Street. The Post Office is the large building, with the gambrel roof, at the center of the photograph. “Fisk & Hatch BANKERS” are located in the three-story masonry building at the left, which is 5 Nassau Street.

“Post Office” on Wall Street



Nassau Street: It starts at Wall Street and runs north to Spruce Street at the foot of the Brooklyn Bridge, lying one block east of Broadway and east of Park Row, in the borough of Manhattan.

About Fisk & Hatch:

Fisk & Hatch was an American finance and insurance company formed in 1862. They had offices at 5 Nassau St in New York City. During the Civil War the firm floated many millions of dollars' worth of government bonds, reviving the public credit and confidence beyond all anticipation, and aiding greatly in placing the national finances upon a firm foundation.

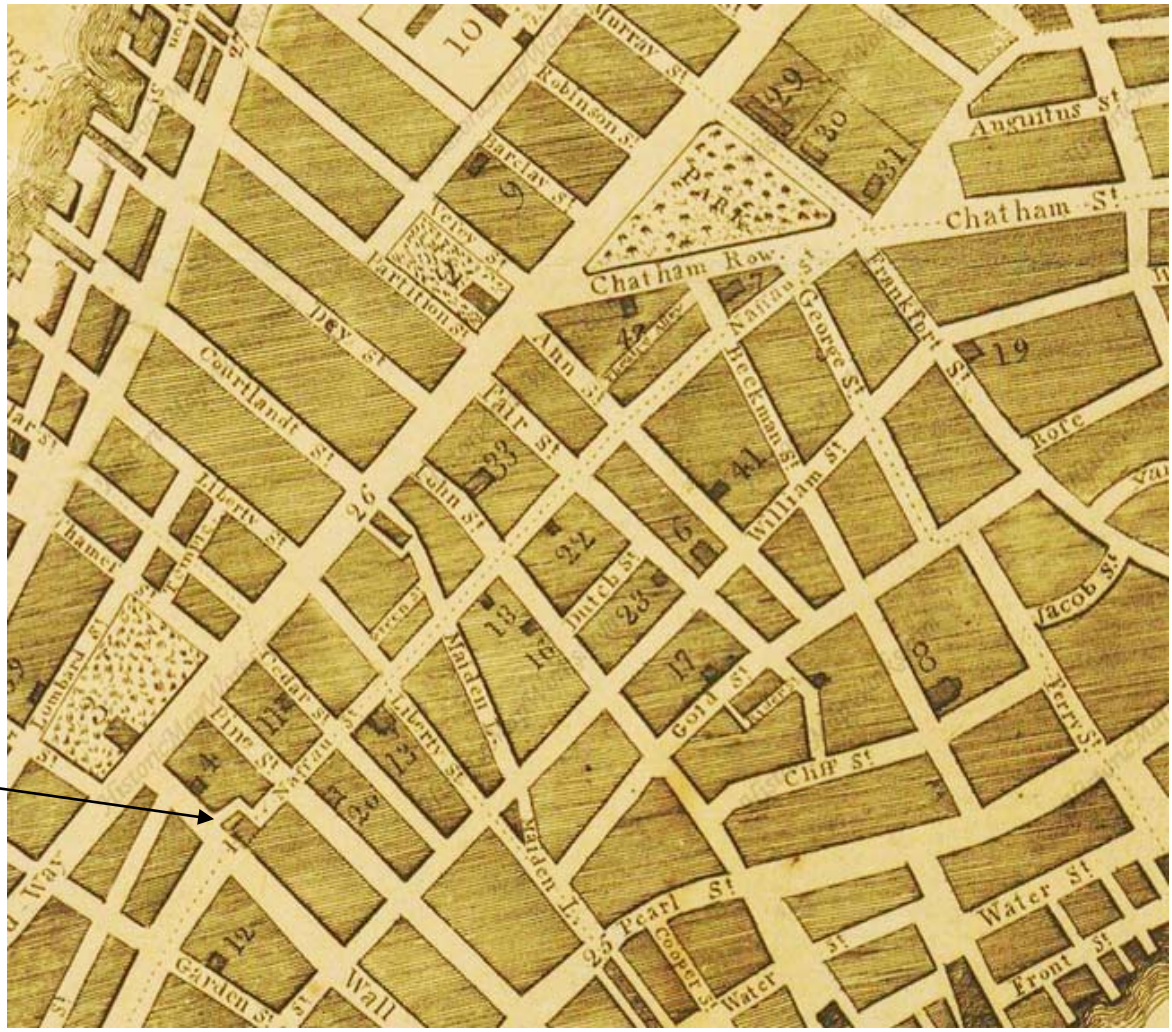
Harvey Fisk and Alfred S. Hatch formed Fisk & Hatch on March 1, 1862, after several years in the financial industry. Acting as special agents of Jay Cooke & Co., Mr. Fisk's firm obtained within one month's time nearly $170,000,000 for the U.S. Government. In 1865-68 Mr. Fisk's firm successfully negotiated $27,855,000 worth of government subsidy bonds issued in aid of the Union Pacific and Central Pacific railroads, and placed $53,000,000 worth of bonds issued by the Central Pacific company itself. Fisk & Hatch became famous for their handling of Government bonds. They were also connected with the Chesapeake & Ohio Railroad Company, of which Collis P. Huntington was president.

On May 14, 1884, Fisk & Hatch suspended payment. Two days previous, Mr. Hatch had been elected president of the New York Stock Exchange. Upon his firm's suspension he instantly resigned the office. When Fisk & Hatch failed for more than $8,000,000, in 1873, it was by reason of a debt of $2,651,000 owed the house by the Chesapeake & Ohio Railroad. This also caused the failure of the Newark Savings Institution, which had kept a large amount of securities on deposit with Fisk & Hatch. The firm never resumed business, but its members did. Mr. Hatch was reinstated in the privileges of the Exchange on June 6, 1884.

In March 1885 the partnership of Fisk & Hatch was dissolved, and the firm reorganized under the name of Harvey Fisk & Sons.

What are we looking at in the E. & H. T. Anthony & Co. stereocard shown above?

Map of Lower Manhattan, late 18th century:



The D&H building, at the corner of Wall and Nassau Streets

This colonial-era map from the late 1700s shows Nassau Street running north from Wall and Broad Streets to Chatham Row and George Street, today's Park Row and Spruce Street. Nassau Street was named by 1696 for the House of Orange-Nassau in the Netherlands. King William III of England, the person for whom the street name was bestowed, became king in 1689 and was Dutch by ancestry; his wife, Mary, was British.

2. Tontine Coffee House, New York City

Tontine Coffee House, Merchant's Coffee House, and Wall Street by Francis Guy (Oil on linen, 1797)



A 1797 oil on linen painting by Francis Guy (1760–1820). The building sporting the American flag on its roof is the Tontine Coffee House. Diagonally opposite (southeast corner, extreme right) is the Merchant's Coffee House, where the stockbrokers of the Buttonwood Agreement and others did trade before the construction of the Tontine. On the right is Wall Street, leading down to the East River.

The Tontine Coffee House was a New York City coffee house established in early 1793. Situated on the north-west corner of Wall Street and Water Street, it was built by a group of stockbrokers to serve as a meeting place for trade and correspondence. It was organized as a tontine, a type of investment plan, and funded by the sale of 203 shares of £200 each. The May 17, 1792, creation of the Buttonwood Agreement, which bound its signatories to trade only with each other, effectively gave rise to a new organization of tradespeople.

In its prime, the Tontine was among New York City's busiest centres for the buying and selling of stocks and other wares, for business dealings and discussion, and for political transaction. Having had a dual

function as a combination club and a meeting room, the coffee house played host to auctions, banquets, and balls, among others. After hours, gambling and securities dealings were had–undertakings that were then deemed less than honest. The coffee house also provided a place for the registration of ship cargo and the trading of slaves. The Tontine was noted as classless; individuals from all social strata met there and collectively engaged in the many civil and economic affairs. John Lambert, an English traveller, wrote in 1807:

“The Tontine Coffee House was filled with underwriters, brokers, merchants, traders, and politicians; selling, purchasing, trafficking, or insuring; some reading, others eagerly inquiring the news […] The steps and balcony of the coffee-house were crowded with people bidding, or listening to the several auctioneers, who had elevated themselves upon a hogshead of sugar, a puncheon of rum, or a bale of cotton; and with Stentorian voices were exclaiming, "Once, twice. Once, twice." "Another cent." "Thank ye gentlemen." [...] The coffee-house slip, and the corners of Wall and Pearl-streets, were jammed up with carts, drays, and wheelbarrows [...] Everything was in motion; all was life, bustle and activity...”

Trading at the Tontine Coffee House continued until 1817. The growth of the Tontine's trade proceedings had effected the creation of the New York Stock and Exchange Board (NYSEB) and necessitated a larger venue. The NYSEB is recognised as the precursor to the present-day New York Stock Exchange, the largest stock exchange in the world. The Tontine itself was transformed into a tavern by a John Morse in 1826, and a hotel by Lovejoy & Belcher in 1832. It survived the Great Fire of 1835 and was demolished 20 years later.

The Tontine Coffee House was, to be sure, an excellent venue in which to demonstrate the heating qualities of anthracite coal.

Additions for Volume II:

1. Correspondence of James Archbald

The correspondence of James Archbald is in the James Archbald Collection at the Lackawanna Historical Society, Scranton, PA.

2. James Archbald elected President of Lackawanna and Bloomsburg Railroad

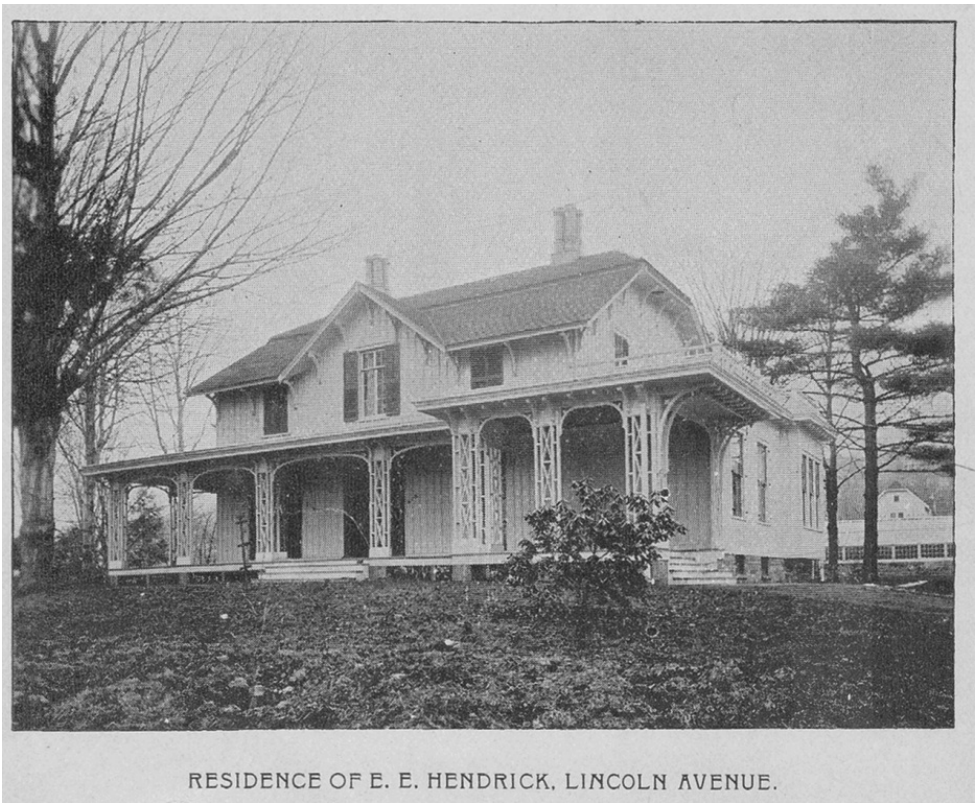
"The annual election of the Lackawanna & Bloomsburg Railroad company, for President and Directors, was held at Kingston, yesterday. The following gentlemen were elected officers of the road for the year ensuing: President James Archbald; Directors, Moses Taylor, John Brisbin, J. H. Scranton, Samuel Hoyt, John C. Phelps, James Blair, T. F. Atherton, H. G. Driesbach, Payne Pettibone, W. R. Storrs, A. T. McClintock, Samuel Sloan. An excursion was made to this city and a dinner at the Wyoming House, formed a part of the festivities of the occasion.--*Scranton Register." (Carbondale Advance,* Saturday, January 23, 1869, p. 3.)

Additions for Volume III:

1. The Charles Pemberton Wurts / Eli E. Hendrick House

In Volume III, pp. 7-9, we provided data on the C. P. Wurts / E. E. Hendrick house in Carbondale. Here are two additional photographs of the house, the one a black and white photograph from a Carbondale commemorative booklet, the other a color photograph taken by the late Marianne Stratford.

C. P. Wurts / E. E. Hendrick house in Carbondale. (photograph from Carbondale commemorative booklet)



Residence of E. E. Hendrick, Lincoln Avenue

C. P. Wurts / E. E. Hendrick house in Carbondale. (photograph, Fall 2013, by Marianne Stratford)



C. P. Wurts / E. E. Hendrick house in Carbondale

2. Gravity Railroad track mileage numbers, 1860

The following table is given in *Inspection of Lines : :*, June 2, June 5, 1927, p. 17:

New Loaded Track and *New Light Track*

Mileage on the Gravity Road

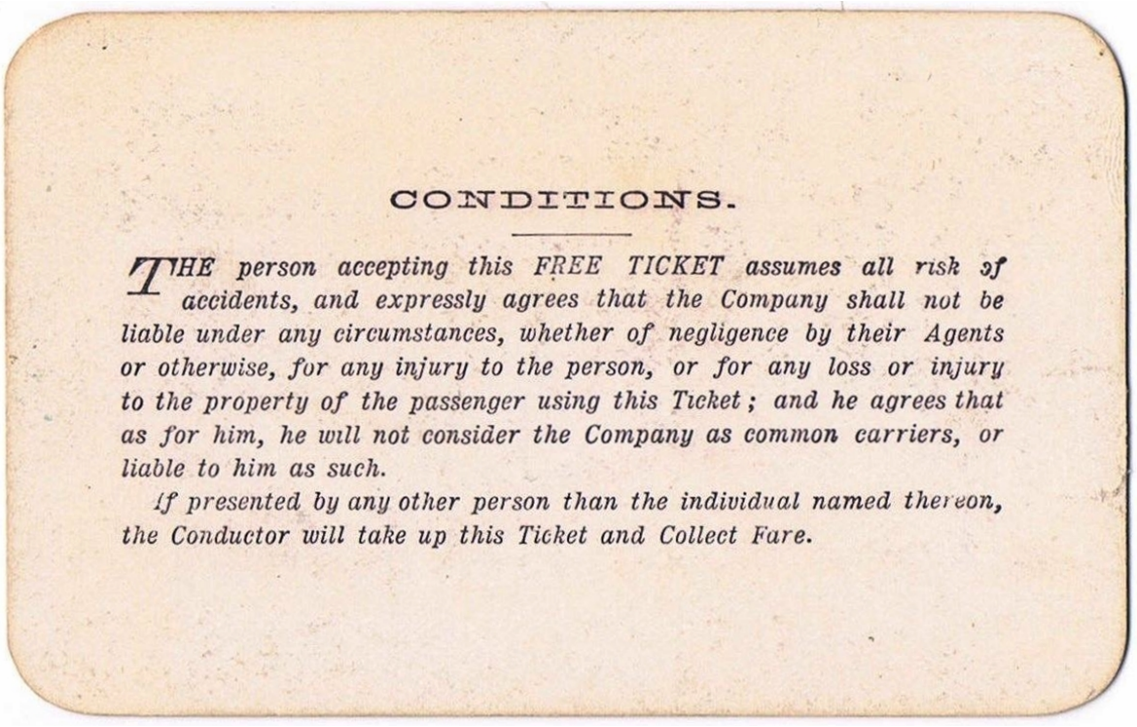
PREVIOUS DEVELOPMENT	
Main Track	42.2 mi.
Sidings	2.8 mi.
	45. mi.
DEVELOPMENT—PERIOD 1850 TO 1860	
Main – New Loaded Track – Archbald to Olyphant	3.6 mi.
Main – New Light Track – Archbald to Olyphant	4.2 mi.
Main – Above Tracks – Plane 23 or "G" to Valley Jct.	0.5 mi.
Main – Return Plane at No. 8	0.3 mi.
New Sidings, etc.	1.0 mi.
	9.6 mi.
Total Mileage	54.6

Inspection of Lines : :, June 2, June 5, 1927, p. 22

Additions for Volume IV:

1. Pennsylvania Coal Company Railroad Road pass for 1883 (valid until December 31, 1883), signed by John B. Smith. This pass was sold on E-Bay on September 9, 2016.





CONDITIONS.

THE person accepting this FREE TICKET assumes all risk of accidents, and expressly agrees that the Company shall not be liable under any circumstances, whether of negligence by their Agents or otherwise, for any injury to the person, or for any loss or injury to the property of the passenger using this Ticket; and he agrees that as for him, he will not consider the Company as common carriers, or liable to him as such.

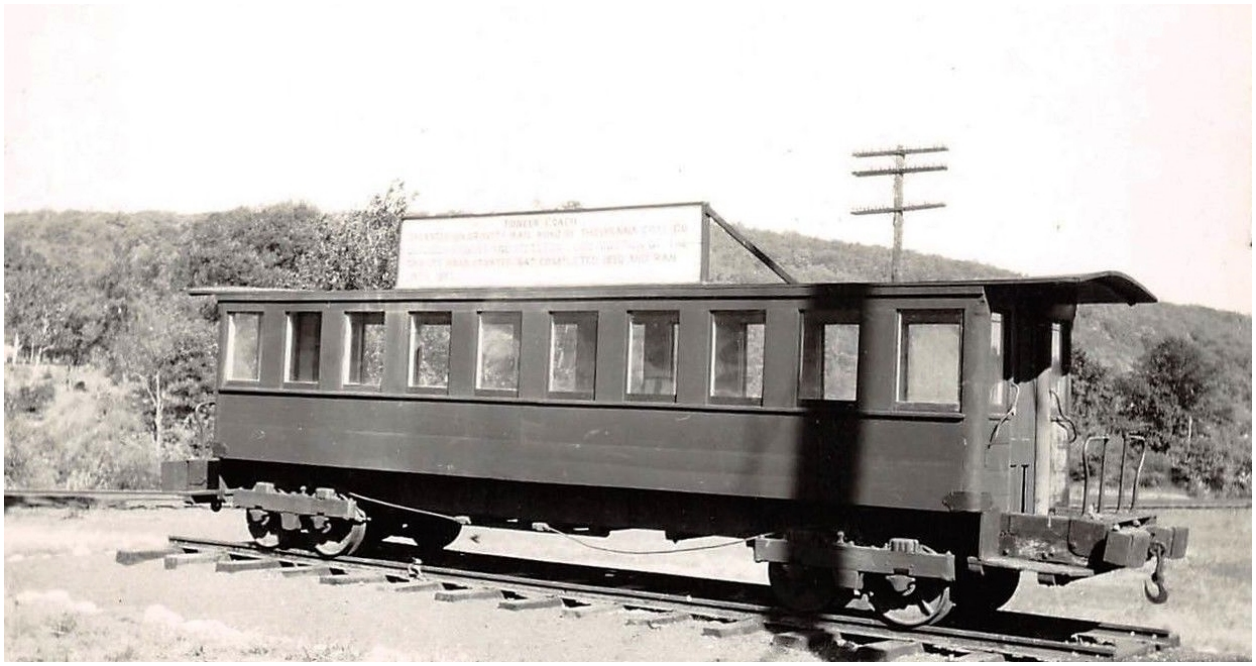
If presented by any other person than the individual named thereon, the Conductor will take up this Ticket and Collect Fare.

2. The Pennsylvania Coal Company's passenger car, "Pioneer,' in Hawley, 1936.



"Pioneer" on the Pennsylvania Coal Company Gravity Railroad at Hawley. Photo taken in 1936 by Helen Loomis (Russell) Powell. Photo in the collection of the Russell Homestead, Carbondale, PA.

Another photograph of *Pioneer* at Hawley. This photo was offered for sale on E-Bay on March 18, 2017.



Additional information on the rail car shown above from the Gravity Railroads Yahoo group on April 6, 2017:

Conversation between Frank Adams and Mark Jacob:

April 5, 2017

Mark (mark_jacob2000@yahoo.com):

I don't have any information on a sawmill railroad at Shohola as it relates to the D&H Gravity, but do have some information on four PCC Gravity coaches that were used at the amusement park there. From my book, "The History and Railroads of North Pocono"

…in 1887, the Shohola Glen Amusement Park purchased four PCC coaches and some cables for use on its mile-long railroad in Pike County. It brought park visitors up a 200-foot inclined trestle from the Erie station at Shohola. The former PCC rail cars were hoisted by an old sawmill water wheel dating from 1790. At its height, three Erie trains arrived every day from New York City bringing over 100,000 visitors a year to the park known as "Queen of the Summer Resorts." When the Erie stopped the special one-dollar excursions to Shohola Glen in 1907, the park went

out of business. The PCC subsequently leased the property for lumbering. In 1915, John Mantell, Superintendent of the Wyoming Division of the Erie Railroad, arranged to have one of the gravity cars preserved. The Pioneer was moved back to Hawley and kept by the railroad until donated to the Hawley Library Association by the Erie-Lackawanna Railroad Company in 1966.

I don’t know if that helps you or not.

Regards,
Frank Adams
frank600@comcast.net
April 5, 2017

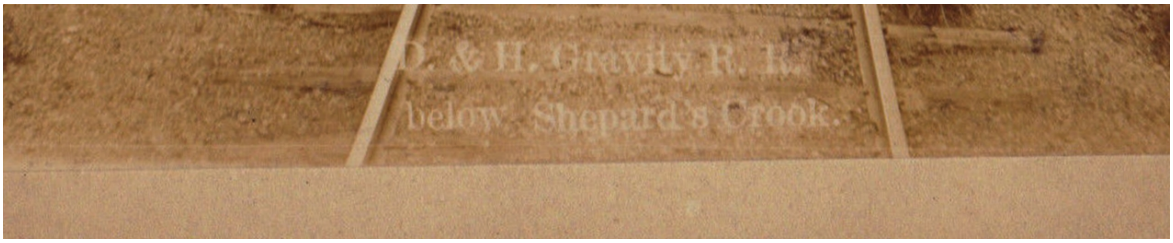
3. A photograph of "The Straight Line" below Shepherd's Crook is given in the W. B. Foster photo-gravure booklet: "Souvenir of the Gravity Road / Photo-Gravures of the Old Delaware and Hudson Coal and Passenger Road, between Carbondale and Honesdale, Pa., Published by W. B. Foster, Photographer, Carbondale, Pa."

L. Hensel also photographed the same site. The Hensel photograph shown below was sold on E-Bay on February 27, 2017. Our thanks to John V. Buberniak for bringing to our attention this item.

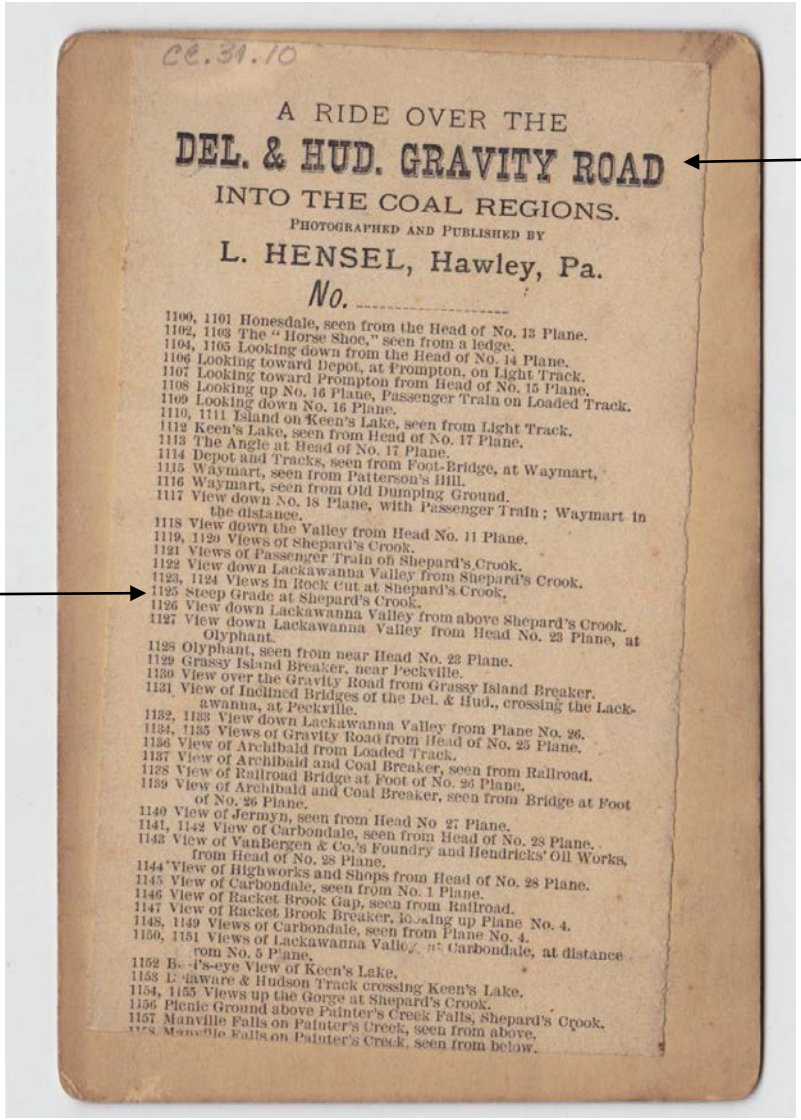


The Hensel title of this photograph, as shown on the front of the photo is: “D. & H. Gravity R. R. / below Shepard’s Crook.”

Here is a detail of the photograph shown above, showing the title on the front of the photograph:



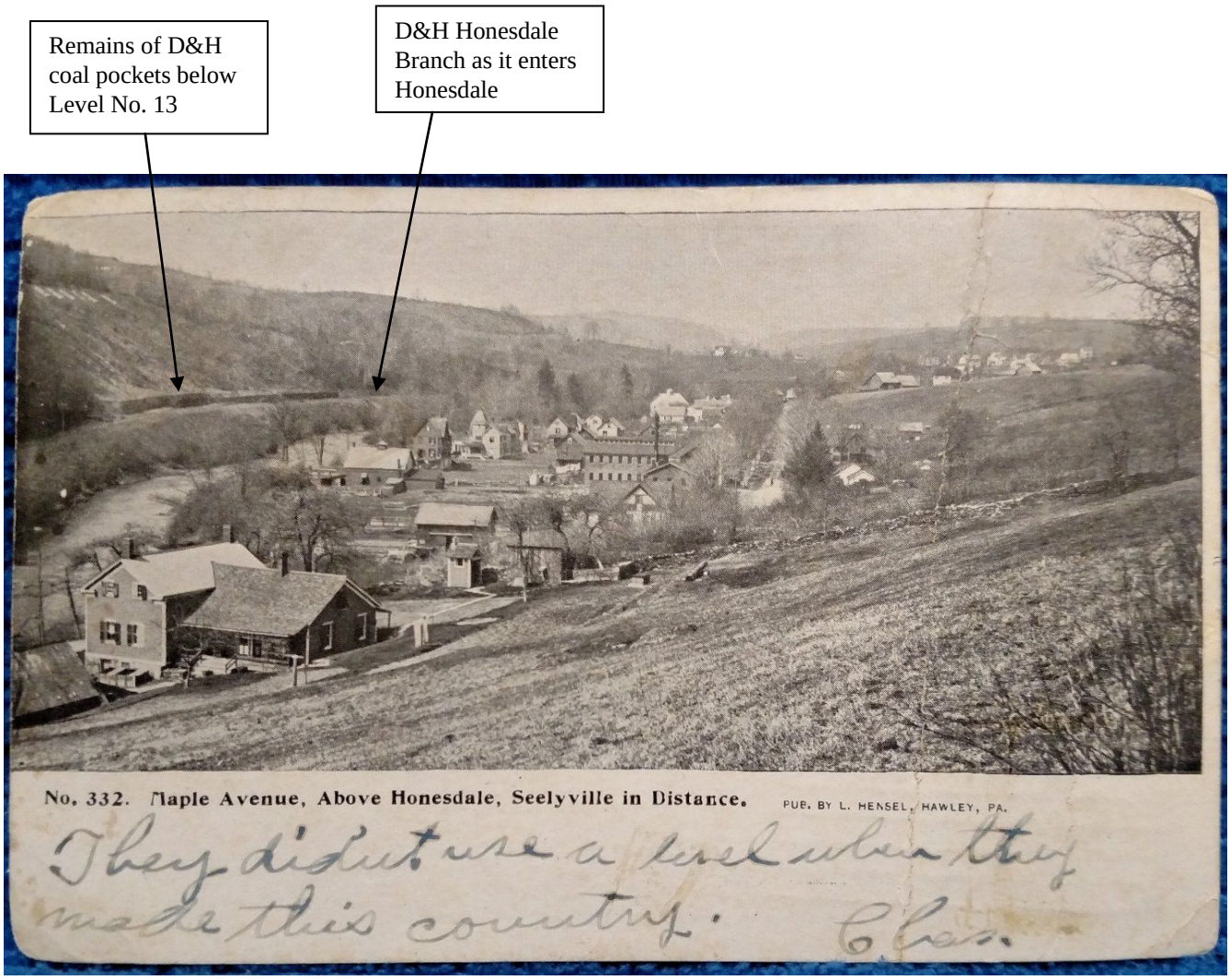
Here is the back of the Hensel photograph given above:



Even though the title shown on the front of the Hensel photograph does not match perfectly any of the titles shown on the back of the photograph, in all probability, this view is No. 1125: "Steep Grade at Shepard's Crook."

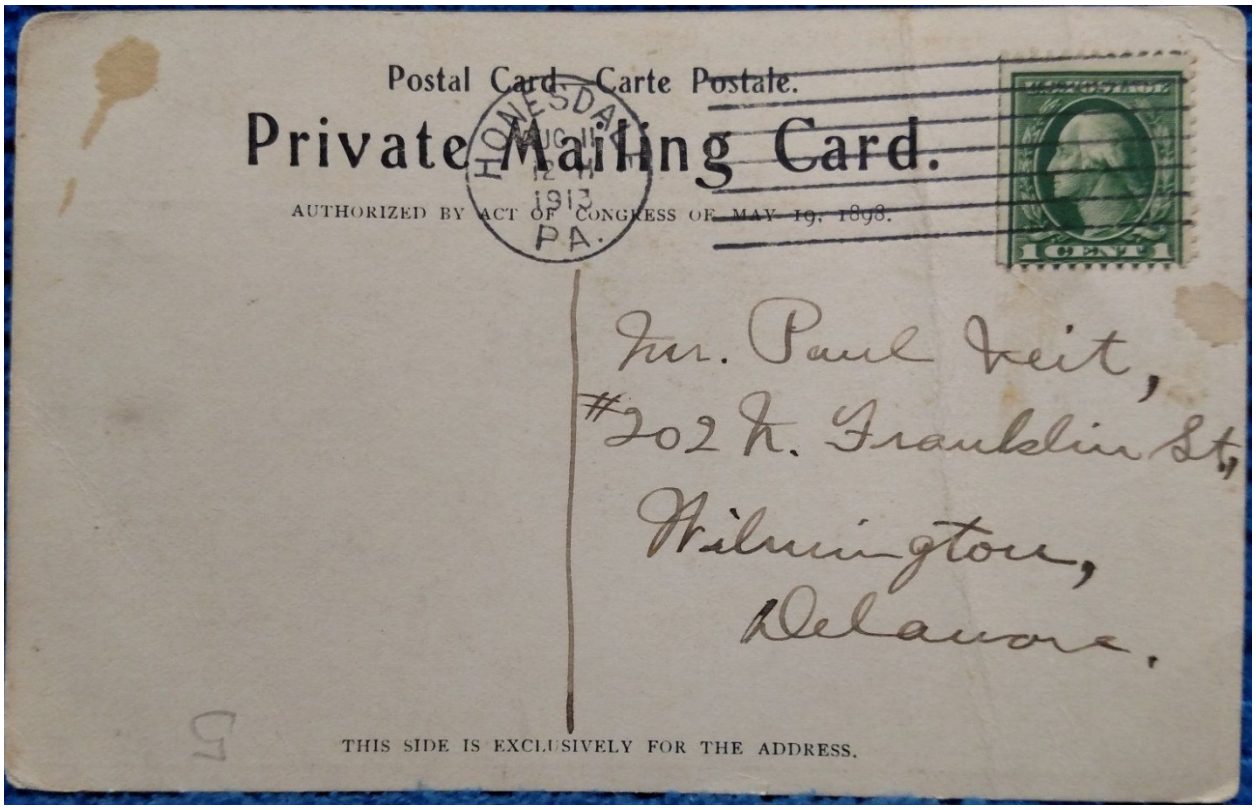
Many (possibly all) of the photographs in this Hensel series were published as stereocards. The photograph of "Steep Grade at Shepard's Crook" shown here is not a stereocard. Is it possible that all of these Hensel views were published both a single view photographs and as stereocards?

4. Here is another photograph by Hensel that was offered for sale on E-Bay on March 13, 2017. Our thanks to John V. Buberniak for bringing to our attention this photograph.



"No. 322. Maple Avenue, Above Honesdale, Seelyville in Distance. Pub. By L. Hensel, Hawley, PA." In this view, looking West, we see not only (1) the D&H steam line tracks, above the Lackawaxen River, as they enter Honesdale, but also (2) the remains of the former D&H coal pockets on the side of the mountain below the former Level No. 13.

Back of the Hensel photograph shown above:



Additions for Volume X:

1. D&H Steam Line to Wilkes-Barre

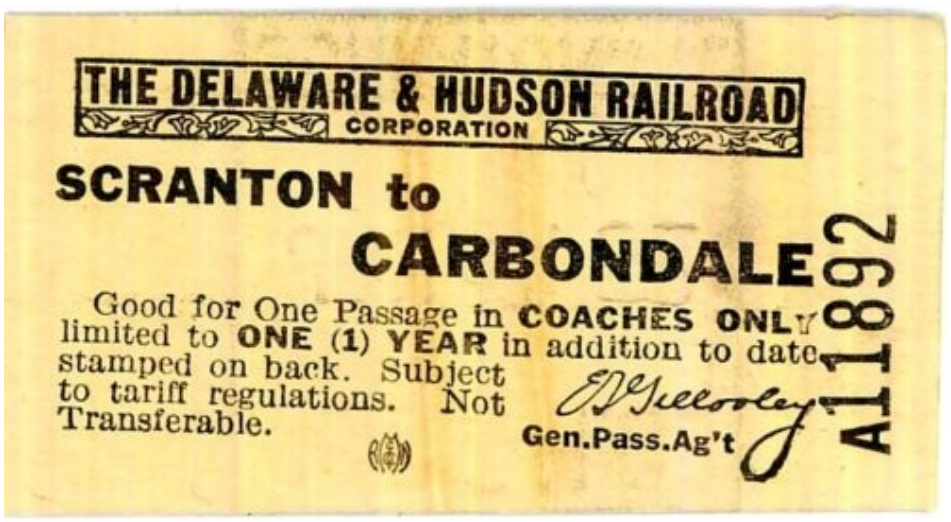
On page 13 of the September 2016 issue of *the Bridge Line Historical Society Bulletin* is a photograph taken in 1975 by Joseph McCarthy of a D&H local along the Lackawanna River in downtown Scranton. Here is that photograph, together with its caption from the *BLHS Bulletin:*



"D&H RS11 #5007 leads a local south along the Lackawanna River in Scranton, Pa. The abandoned CNJ/NYO&W right of way is still visible on the opposite side of the river in this July 1975 view. Photo by Joseph McCarthy."

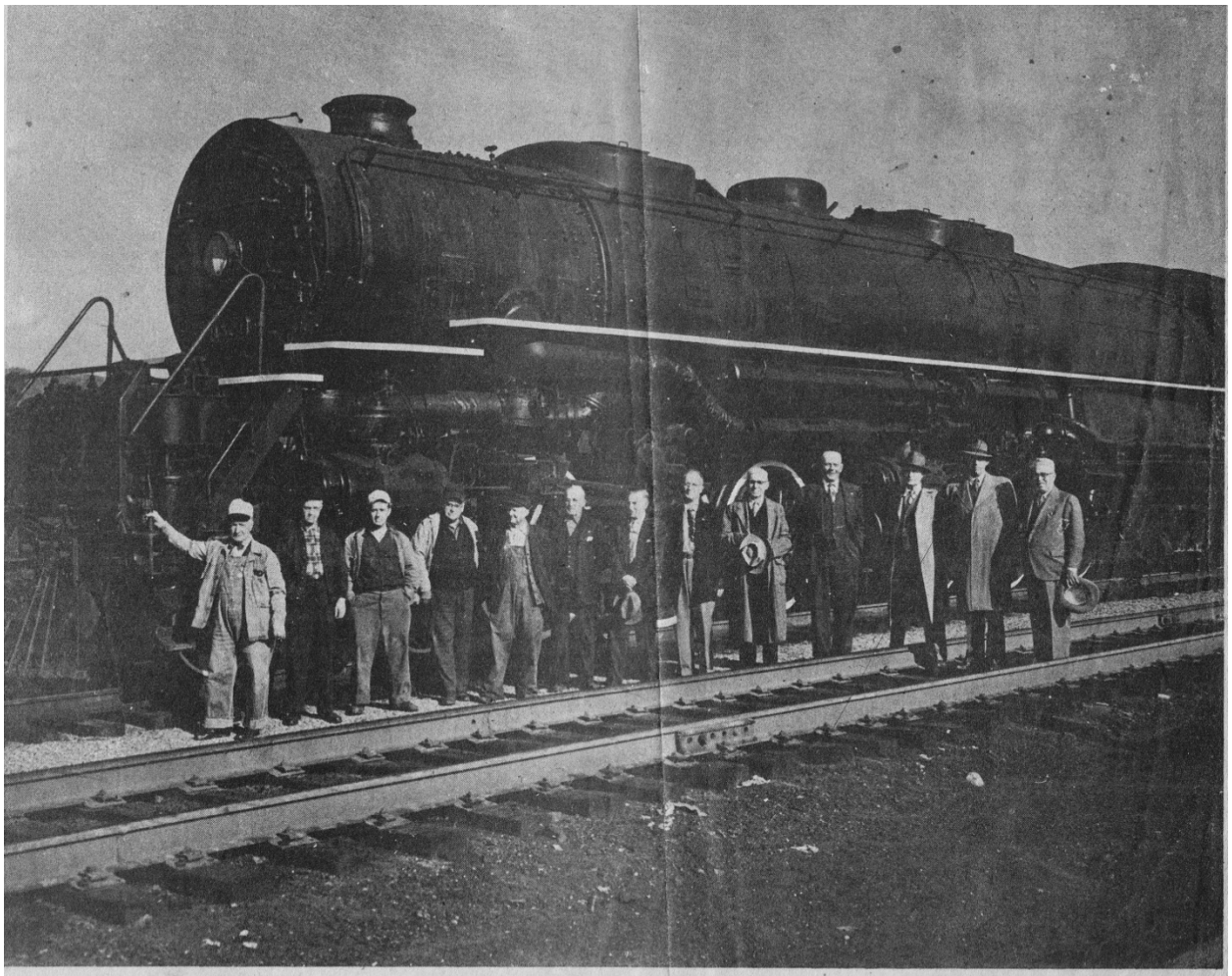
2. D&H Ticket for Last Passenger Train, Scranton to Carbondale, January 4, 1952

Ticket for sale on E-Bay on October 15, 2016; sold for $102.53; thanks to John V. Buberniak for bringing this item to our attention.





3. D&H Engine No. 1524, October 26, 1953.
Newspaper clipping from *The Carbondale News* of Thursday, March 7, 1974, p. 12; clipping in the archives of the Carbondale D&H Transportation Museum.



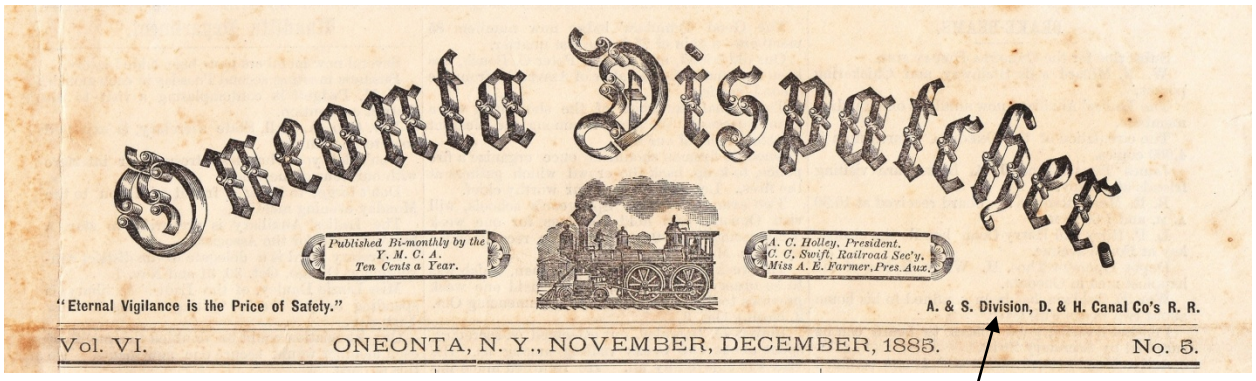
"THE 13 PALLBEARERS for the last of the Steamers" is the inscription for this photo of "the old 1524." Standing in front of the huge engine are (from left) Gus Wickel, engineer; James Murphy, brakeman; John Shea, brakeman; John Hummiston, fireman; Charles Gauer, conductor; Micky McCann, yard heel man; M.J. Snee, conductor; Jonathan Merrigan, retired engineer; Robert Girram, retired engineer; George Bursanvitch, fireman; M.H. McDonough, superintendent; Thomas Murphy, master mechanic; and Ezra Swartz, chief dispatcher. Photo is dated Oct. 26, 1953.

Additions for Volume XII:

1. *Oneonta Dispatcher*, November/December 1885

The Carbondale D&H Transportation Museum purchased on E-Bay the November/December 1885 issue of the *Oneonta Dispatcher,* which was published bi-monthly by the Y. M. C. A. and the A. & S. Division, D. & H. Canal Co's R. R. There is abundant material in this paper on the D&H in Oneonta and environs. Here are the D&H railroad items in this newspaper:

The Masthead:



"A. & S. Division, D. & H. Canal Co's R. R."

Story on the top of page one on the death of Simon G. Cook:

Oneonta Dispatcher.

Published Bi-monthly by the Y. M. C. A. Ten Cents a Year.

A. C. Holley, President. C. C. Swift, Railroad Sec'y. Miss A. E. Farmer, Pres. Aux.

"Eternal Vigilance is the Price of Safety."

A. & S. Division, D. & H. Canal Co's R. R.

Vol. VI. ONEONTA, N. Y., NOVEMBER, DECEMBER, 1885. No. 5.

Sev nth District Convention.

The seventh district convention of the Y. M. C. A. will be held at Owego Oct. 30, 31 and Nov. 1. Following is the program:

Friday Evening.

7:30. Praise Serv e.
7:45. State Work.....C. W. Loomis
8:15. Are Associations a help to the Church? .A. B. Richardson

Saturday Morning..

9:00. Praye Service.
9:15. Reports from Associations.
9:30 What can associations do in small towns? J. Brooks, Bing.
10:00. The value of a public anniversary.....F. C. Branday
10:30. Railroad Work.....C. C. Swift, Oneonta
11:00. Finances .....Geo. C. Blakslee, Binghamton
11:00. Conversation on Educational Work ...A G. Todd, Elmira

Afternoon.

2:00. Bible Reading.
2:30. What can we do for boys?.....T. C. Deggs
3:00. Dangers to be avoided.....A. G. Todd, Elmira
3:30. Conversation on social work ..W. J. Squires, Binghamton
4:00. Student's work. Owego High School.
4:30. College work. Cornell University.

Evening.

7:30. Service of Song.
7:45. Ques on Drawer.
8:10. The ork of a Ladies' Auxiliary .....C. C. Swift, Oneonta
8:35. How o interest young men in personal bible study—
W. J. Squires, Binghamton

Sunday Afternoon.

4:00. Gospel meeting.....A. G. Todd

Evening.

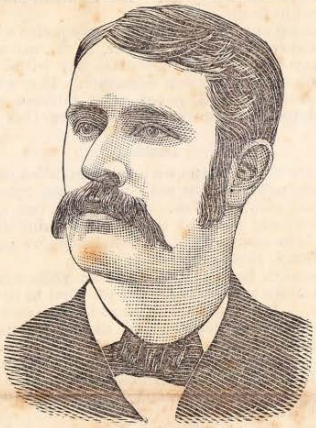
Gospel meeting.....W. J. Squires

—o—

Day and Week of Prayer.

The day and week of prayer for young men and Young Men's Christian Associations throughout the world will be held November 8–14, 1885. The Y. M. C. A. of Oneonta will, in common with the Associations in all lands, observe this season of prayer. On Thursday, Oct. 29, at 7:30 P. M., there will be a union meeting, to which everybody is invited, held in Baptist church, when an account of the growth and extent of this great movement among young men will be given.

During the week meetings for young men only



Simon G. Cook, Oneonta's Hero.

He could have saved his own life had he left the train and its passengers to their fate. But no; he remained at his post of duty, saved the lives of others, and sacrificed his own for them. All praise to this young hero; though he be dead, yet his noble work lives after him. His life was one of Christian devotion, and an example worthy of imitation. We now look upon the lonely cottage where his dear mother and father are, and them we point to heaven, and rejoice with them that Simon had that hope which is anchored within the veil—a hope which is sure and steadfast, and that fadeth not away. May God comfort them and keep them in their deep affliction.

—o—

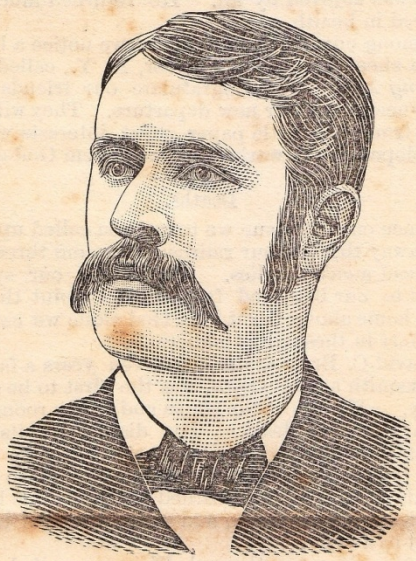
BOYS' DEPARTMENT.

Wednesday, October 14, 1885, the Christian boys met and organized a Boys' Department, with the following officers: Chas. A. Scott, Pres.; C. Arthur Potter, V. P.; Geo. F. Bush, Rec. Sec'y; Paul Fisher, Treas. Committee on Constitution and By-Laws: Fred E. Clough, Orlando B. Rowe, Burt Gildersleeve, Spencer Rowe, C. Ross Beach. Boys' prayer meeting Fridays at 4 o'clock. Bible study 2:30 o'clock Sundays.

—o—

The Danger of the Cigarette.

The use of tobacco among boys, particularly in that seductive form known as the cigarette, has reached an extent which is simply appalling. Little boys scarcely out of their pinafores may be seen on the streets, either with that or some other form of the deadly narcotic in their mouths. Whatever difference of opinion may exist with regard to the effects of smoking on the fully grown man, no one will for a moment affirm that children can follow the practice without serious harm resulting therefrom. It stunts the growth. If boys of fourteen or fifteen want to know why they are not larger than others who are only ten and twelve, let them find the reason in the excessive use of the cigarette. Then the boy who is wedded to his cigarette will find that he is not only cutting short the stature God designed him to have, but that he is taking days and even years from his life. Not only will shattered nerves be the product of his folly, but diseased vital organs, such as the heart and lungs, are sure to follow in the wake of the cigarette. In one of the New England States it is considered an offense, punishable with fine, to sell cigarettes to boys under sixteen. It ought to be a *crime* in every State, punishable both with fine and a long term of imprisonment. Not only is the tobacco of which cigarettes are usually made



Simon G. Cook, Oneonta's Hero.

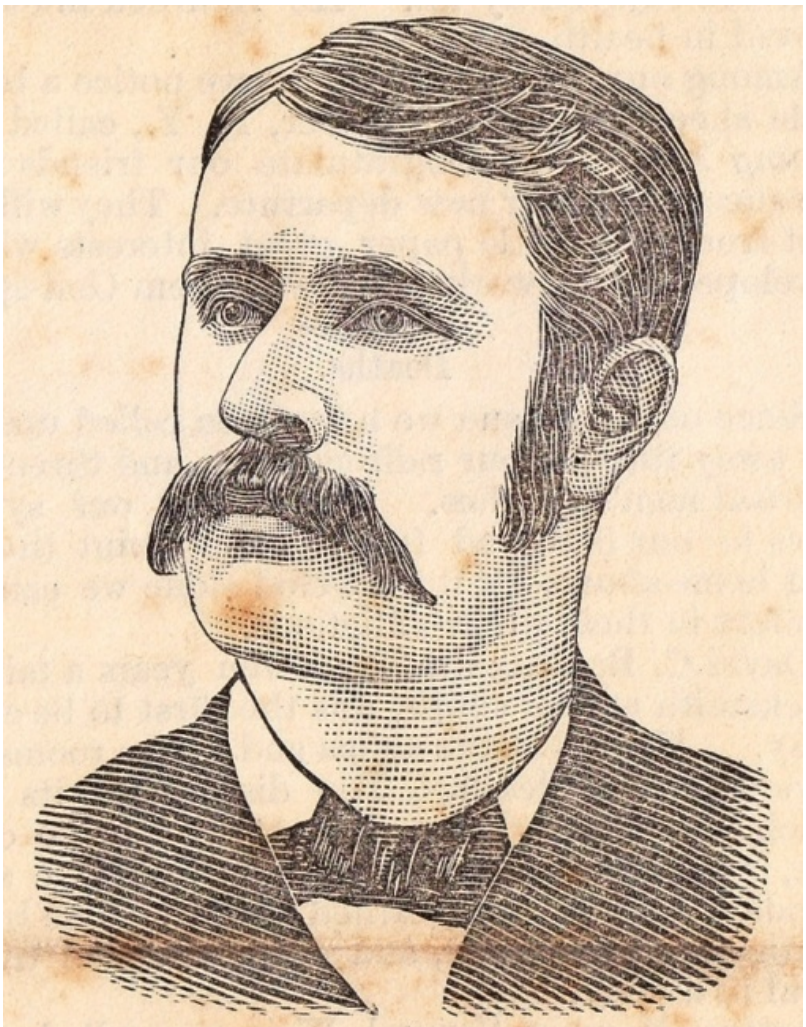
He could have saved his own life had he left the train and its passengers to their fate. But no; he remained at his post of duty, saved the lives of others, and sacrificed his own for them. All praise to this young hero; though he be dead, yet his noble work lives after him. His life was one of Christian devotion, and an example worthy of imitation. We now look upon the lonely cottage where his dear mother and father are, and them we point to heaven, and rejoice with them that Simon had that hope which is anchored within the veil—a hope which is sure and steadfast, and that fadeth not away. May God comfort them and keep them in their deep affliction.

—o—

In Memory of Simon G. Cook.

Of manners gentle, of affection mild,
In strength a man, in simplicity a child.
With talents noble, and worthy of the sage;
Dedicated to the right—an example for the age.
Brave and true in every deed,
Christ was his master and the Book the seed.
Sincere and prudent, constant yet resigned;
His noblest characteristic a firm and Christian mind.
His heart was warm, his sympathy benign;
The rays of his charity on loved friends did shine.
For honor and virtue his fight was sincere,
So from sin and temptation his conscience was clear.
Filled with the sense of age, the fire of youth,
No hypocrisy he allowed in his zeal for the truth.
A life op'ning far beyond the happy mean,
His possession his friends did surely deem.
Circulus fit arbor almost fulfilled.
When the tempest came and the young oak was stilled.
Comprehensive, magnanimous, always true;
A daily benison of love around him drew.
A cheerful companion and a loyal friend,
Unblamed in life, lamented in his end.
These are his honors; they deck his tomb,
Dispelling sadness, lighting up the gloom.
Sweetly they linger in the thoughts of our sorrow,
Fresh and bright, harbingers of an everlasting to-morrow.

—*John Brewster Hubbs.*



Simon G. Cook, Oneonta's Hero.

He could have saved his own life had he left the train and its passengers to their fate. But no; he remained at his post of duty, saved the lives of others, and sacrificed his own for them. All praise to this young hero; though he be dead, yet his noble work lives after him. His life was one of Christian devotion, and an example worthy of imitation. We now look upon the lonely cottage where his dear mother and father are, and them we point to heaven, and rejoice with them that Simon had that hope which is anchored within the veil—a hope which is sure and steadfast, and that fadeth not away. May God comfort them and keep them in their deep affliction.

—o—

In Memory of Simon G. Cook.

Of manners gentle, of affection mild,
In strength a man, in simplicity a child.
With talents noble, and worthy of the sage;
Dedicated to the right—an example for the age.
Brave and true in every deed,
Christ was his master and the Book the seed.
Sincere and prudent, constant yet resigned;
His noblest characteristic a firm and Christian mind.
His heart was warm, his sympathy benign;
The rays of his charity on loved friends did shine.
For honor and virtue his fight was sincere,
So from sin and temptation his conscience was clear.
Filled with the sense of age, the fire of youth,
No hypocrisy he allowed in his zeal for the truth.
A life op'ning far beyond the happy mean,
His possession his friends did surely deem.
Circulus fit arbor almost fulfilled.
When the tempest came and the young oak was stilled.
Comprehensive, magnanimous, always true;
A daily benison of love around him drew.
A cheerful companion and a loyal friend,
Unblamed in life, lamented in his end.
These are his honors; they deck his tomb,
Dispelling sadness, lighting up the gloom.
Sweetly they linger in the thoughts of our sorrow,
Fresh and bright, harbingers of an everlasting to-morrow.

—*John Brewster Hubbs.*

Page 2:

BRAKE-BEAMS.

Subscribe for the ONEONTA DISPATCHER.

W. N. Millard sells Steinway and Chickering pianos.

The Ladies' Auxiliary now numbers one hundred members.

The circulation of the ONEONTA DISPATCHER is 4,000 copies.

James Tamsett and J. A. Blazer are visiting friends at Albany.

R. R. Men, attention! Board received at 10:30 A. M. and 7:30 P. M.

L. P. Riley and Harry Coon handle the electric key at Fonda avenue.

Depot Operator Thos. H. White is one of the happiest men in Oneonta.

Wm. E. Baldwin has been confined to his home about two weeks with fever.

Persons desiring good places to board can be supplied by Secretary Swift.

Active Member A. A. Whitcomb is now confined at home with a sprained ankle.

The ONEONTA DISPATCHER is entered at the Oneonta post-office as second-class matter.

We are indebted to the *Elmira Telegram* for the kind loan of the cut of Simon G. Cook.

The I. O. G. T. of Oneonta came out in bran new regalias and badges at their county convention.

Who will give the Association a canary bird? One would add greatly to the attractiveness of the room.

C. A. Jones, Sr., one of the oldest engineers on the A. & S. division, made an extended trip thro' the West.

Mr. Norton, of the blacksmith shop, has nearly recovered from the injured eye, and is again at his post of duty.

September 5 Frank Utter, braking for Conductor Furman, fell off of a flat car and was unable to work for two weeks.

Chas. Simmons, fireman on engine 198, had the bones of his right hand badly fractured while pushing in the grate-bar of his engine.

The Association has a few bills which could be met if our members would kindly assist Charles Broadfoot in collecting dues. Please help us soon.

We are glad to see Foreman Powell, of the blacksmith shop, with us again. His pleasant face was missed for about ten days. His trip was a pleasant one.

Jerry Ryan, the fireman under Simon G. Cook, saved his life by jumping from his engine. His injuries were not serious. His escape was a remarkable one.

Simon G. Cook: see above

Page 2:

C. C. Vroman is the *Watchman* secretary for Oneonta. Give your subscription for the *Watchman* to him. He will send it to you from now until January, 1887, for $1.

Active Member Benj. Dickinson and Miss Hattie E. Smith were united in marriage at the home of the bride's parents, Centre street, Oct. 1, 1885. We extend our congratulations.

Associate Member S. A. Fisher, day operator at the depot, was unfortunately confined to the house for ten days by a badly sprained knee and ankle. We are glad to see him again in his position.

Secretary John Slattery, of the B. of R. B. of E. V. Debs Lodge, No. 1, of Oneonta, and Grand Trustee Daniel McCarthy, are delegates to the international convention at Burlington, Iowa, October 19–25.

Robert Keenan, of the repair shop, who had his arm broken a long time ago, was about to go to work again, when he had the misfortune of again breaking his arm. Robert has our sympathy in his long and tedious waiting.

Thursday, Oct. 29, the regular prayer meetings of the different churches will be omitted, and a grand union meeting held in their stead at the First Baptist church. Rev. Mr. See and Secretary Ober, of Albany, will be present.

The following young men will act as chairman of the reception committee on the following evenings: Monday, C. C. Vroman; Tuesday, Benj. Dickinson; Wednesday, Wm. Westcott; Thursday, Wm. E. Aussicker; Friday, A. C. Bouton; Saturday, Wm. G. Shannon. Each chairman will select his own friends to assist him in entertainment.

Page 2:

—o—

Deaths.

Since our last issue we have been called upon to lay away three of our railroad men, and three from railroad men's families. We extend our sympathies to our bereaved friends, and point them to that home above, for it is in God alone we can find comfort in these great afflictions.

David C. Brumaghim, for seven years a faithful blacksmith at the shops, was the first to be called away. He was at the shops and in the rooms ten days before his death. The disease did its work quick, for, although we did not see how he could live, yet we did not expect him to die so soon. Sunday, Aug. 31, he breathed his last. The blacksmith shop was closed, and men attended the funeral in a body.

Active Member Samuel Weir was called upon unexpectedly to mourn the loss of his wife. She was ill but a little more than a week.

Henry Weenick, for eleven years a faithful carpenter at the shops, died Sept. 2. Mr. Weenick was a faithful Christian, and has gone home to his reward.

Mr. & Mrs. M. Cox mourn the loss of their little babe, which died Sept. 3.

Engineer Frank Everett, of Binghamton, died at his home Oct. 2.

September 14 Elisha and Eliza Enshel lost their little boy, nine months old.

Brother S. G. Cook lost his life in the collision at Colliers Sept. 28. See first page.

—o—

See the material given above on Simon G. Cook, "who lost his life in the collision at Colliers Sept. 28." 1885.

Page 3:

SPARKS.

Elmer Howe's mother is not as well as usual.

Fred. W. Whitcomb has been ill for a few days.

N. Terrell was compelled to remain at home several days by sickness.

E. B. Terrell, of the blacksmith shop, was laid up at home with quinsy for several days.

Active Member R. R. Cross, caught his forefinger in the machinery and came near losing it.

Samuel Coon, blacksmith, was compelled to remain at home a few days on account of a lame back.

Associate Member A. S. Davy has been sick for about two weeks. We are glad to see him out again.

L. Brainard, employed in the repair shop, had his finger caught in a grindstone and the end of it taken off.

Active Member Ed. S. McFarran rejoices in again having his wife at home, fully recovered from her long illness.

Mr. J. R. Skinner (foreman of the carpenter shop) and family were on train 8 the morning S. G. Cook was killed.

Joseph Blazer, of the blacksmith shop, had one of his fingers badly broken and his thigh badly bruised a few days ago.

Active Member A. A. Whitcomb, blacksmith at the shops, was confined at home on account of sickness for about ten days.

We understand the cards announcing the wedding of Thomas Thornburn, of the blacksmith shop, and Miss Jane Tamsett, are out.

Engineer Truman Irish had the misfortune of breaking the little finger of his right hand a few days ago while playing ball with his son.

F. W. Neal fell from the top of a box car and was laid up sixteen days. Soon after he was unfortunate again and had a piece of steel fly into his eye, and he was again off three days.

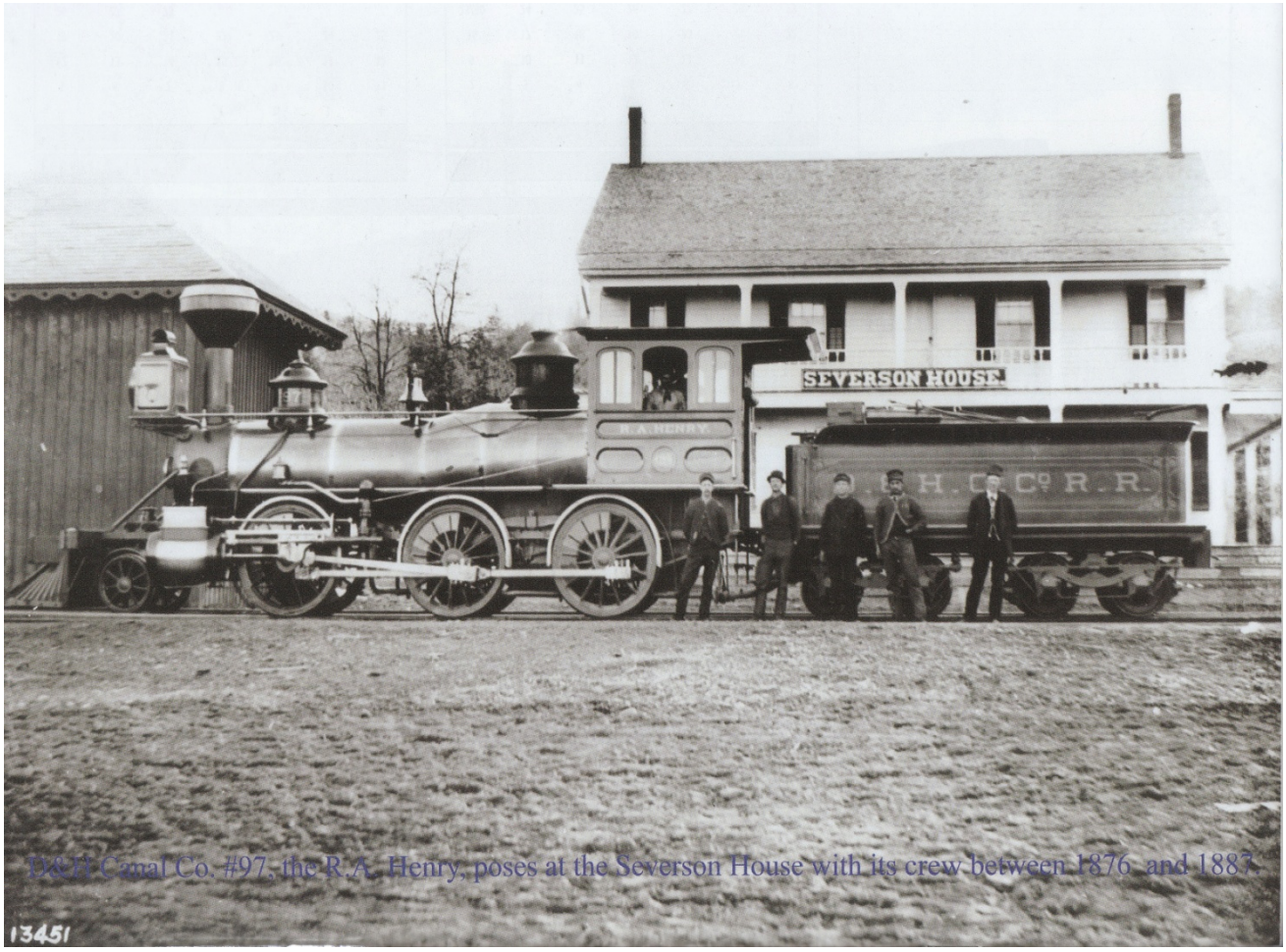
Associate Member H. L. Gorham, night operator at the depot, spent his vacation traveling with his mother. They visited Albany, New York, Coney Island, Philadelphia, Baltimore and other points.

Four o'clock Monday morning, Oct. 12, Nathan English was badly injured at Quaker Street, by having his right leg caught between the cars ; one of the cars having lost its drawhead and bumpers. He was removed to his home in Oneonta and is now doing well.

Financial Secretary C. H. Broadfoot went home to Otego Sunday. While riding with a friend his horse became frightened and ran away, demolishing the buggy and throwing them to the ground. They escaped without being very badly injured. Mr. B. may be injured more than he expects, but we trust not.

2. The Severson House in Knowersville (present-day Altamont)

The Severson House in Knowersville was built in 1867, following the arrival there of the Albany and Susquehanna Railroad. In the photograph on the April 2017 page of the *Bridge Line Historical Society 2017 Calendar,* we see D&H engine No. 97, the *R. A. Henry,* with its crew for the period 1876-1887, standing beside the engine with its tender, which are stopped in front of the Severson House. Here is that photograph and its caption from the 2017 BLHS calendar:

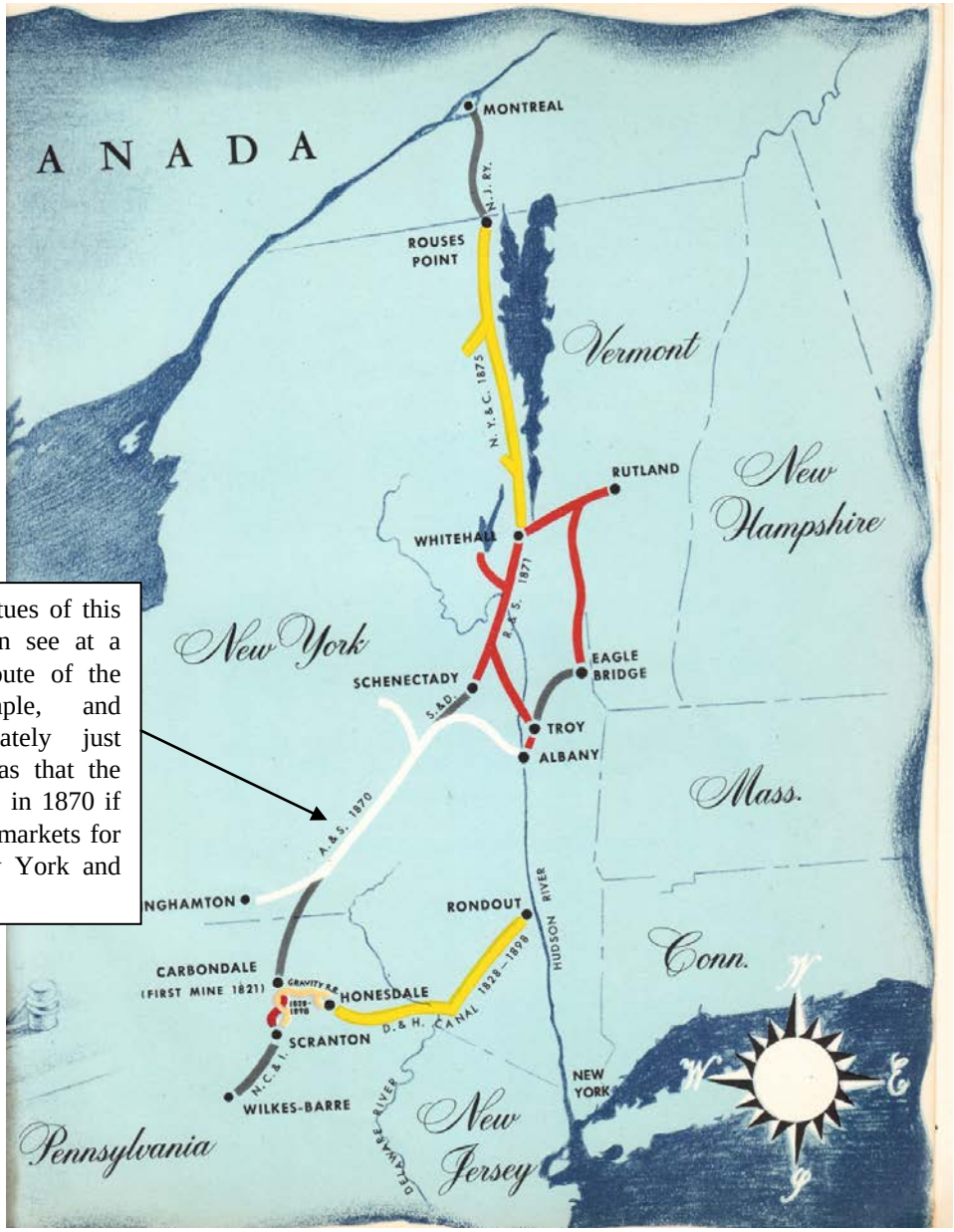


"D&H Canal Co. #97, the R. A. Henry, poses at the Severson House with its crew between 1876 and 1887" Note the photograph number, "13451", in white ink in the lower left corner of the photograph.

3. D&H Rail Lines, Annual Report for 1947

On a flyleaf at the front of the *Annual Report for 1947 for The Delaware and Hudson Company* is a map of the Northeast on which are shown all of the D&H rail lines. One of the virtues of this map is the fact that the various components of the D&H system are color coded in terms of date of construction and/or acquisition of the rail lines that made up the D&H in 1947. Here is that map:

D&H Rail Lines, 1947



One of the great virtues of this map is that one can see at a glance the entire route of the A&S, for example, and understand immediately just how important it was that the D&H lease the A&S in 1870 if it was to expand its markets for coal in upstate New York and Canada at that time.

4. Carbondale/Oneonta

D&H railroad workers and their families moved between these two cities as work required. In 1928, "100 or so" families moved from Carbondale to Oneonta because of a cutback in D&H jobs in Carbondale at the time and increase in jobs at Oneonta. In the July 2017 issue of the *Bridge Line Historical Society Bulletin*, p. 18, we find the following article on this 1928 movement of jobs and people from Carbondale to Oneonta:

Looking Back At the D&H's Sesquicentennial

as reported in the media

Our series of stories from the D&H's Sesquicentennial Anniversary continues. All items from a September 3, 1973 supplement to the Oneonta **Star** newspaper, and are from the collection of **Howard Hontz**.

Families followed jobs to Oneonta

Being the wife of a Delaware & Hudson worker taught Faustina Russo to adapt to all situations. At one time, she was the lady of the house that consisted of 17 people. Often she presided over the clan singlehandedly, while her husband was away for weeks at a time on a job.

Ralph and Faustina Russo were among the 100 or so families that moved in 1928 to Oneonta from Carbondale, PA. The railroad management had cut operations in the Carbondale yard significantly and increased the workload in Oneonta.

"When I first came up, I used to cry that I left it (Carbondale)", Mrs. Russo said. "Now, I wouldn't go back. He almost didn't want to come because I was expecting a baby. We were debating whether I should come up or not. My father said, 'Go, because good jobs are hard to get'. So my parents took my baby for eight months and when I went down there my baby didn't know me. I had to stay there for a couple of weeks for her to get to know me".

The oldest of 11 children, Mrs. Russo brought two sisters and five brothers (including former 6th Ward Alderman Marino Scorzafava, husband of the current Alderman Jean Scorzafava and Francis Scorzafava, former Oneonta Town Zoning Officer) to Oneonta. "They all stayed with me", she recalled. "We helped them get started. They were married from our house. They had their children from our house and everything. We had six children of our own. Then for awhile we had three of my brother's children.

"After I think back on all the things, I don't know how I did it. I used to make 14 loaves of bread every other day. And all the ironing. Just think 17 people at one time."

Mrs. Russo was recently honored by the 6th Ward Athletic Club as the 1982 Mother of the Year. She received a similar honor decades ago from a local radio station.

Additionally, in the September 3, 1873 supplement to the *Oneonta Star* newspaper mentioned above, in the article titled "Arm-twisting brings D&H to Oneonta", we read the following about the migration of Carbondale families to Oneonta in 1928:

"In 1928, operations here [Oneonta] were beefed up and more than 150 workers and their families came from yards in Carbondale, Cahoes, Green Island and other places. / Some well known Oneonta families trace back to the 1928 migration. Among them are the Scorzafavas: Sixth Ward Alderman Jean Scorzafava, her husband Marino, who also held that office, Oneonta Town Democratic Chairman John Scorzafava, his wife, Jeanie, candidate for town judge and Francis Scorzafava, former town code enforcement officer. Other examples include the Russos, fire-fighters Francis and Robert; the Scavos, owners of the car repair shop; and the list goes on. "When we first came up here, everybody was lonesome, so we'd get together every month and have home parties", recalled Faustina Russo, 74, who migrated with her husband Ralph from Carbondale, PA. / The Oneonta yard grew to the point where it employed more than 3,000 just prior to World War I . . ."

Additions for Volume XIII:

Pullman Strike:

Pullman Strike: began May 11, 1894. The article given below states that the "modern labor movement" began with the Pullman strike. No so. See Volume XIII in this D&H series.

1894 Pullman Strike Ignited Modern Labor Movement

The industrialist who made Pullman Palace Cars for tired railroad travelers also built a company town for his workers, a move of good will he thought would help prevent labor strikes. Instead, George Mortimer Pullman's policies backfired, igniting a nationwide labor war a century ago that helped plant the seeds of the modern labor movement. In the wake of a bloody strike against Pullman, labor unions reorganized, company towns in industrial areas declined and negotiators began using arbitration to settle disputes. "What people carried away was the conviction something needed to be done", said Jim Barrett, professor of history at the University of Illinois. "Even conservative business leaders looked at creative ways they could deal with the labor problem".

It wasn't the first strike to attract national attention. Unlike its predecessors, however, the Pullman dispute spread across 27 states and shut down the nation's main transportation network. Pullman built the town with his name on what is now Chicago's far South Side in the early 1880s to house workers for his factory. He owned the houses and charged workers rent. He said the town represented a great step forward in labor-industrial relations, but the workers who lived there disagreed.

"The people of Pullman are not happy and grumble at their situation even more than the inhabitants of towns that are not models are accustomed to do", the New York **Sun** wrote in 1885. "They secretly rebel because the Pullman Company continues its watch and authority after working hours". "When [Pullman] was 30 or 40 years old, he had ideas", said Paul Petraitis, a current resident of the Pullman area and local researcher, adding, "When he was in his 50s and 60s, he didn't want the responsibilities".

An economic downturn in 1893 and 1894 forced Pullman to cut wages, but he didn't lower the rents on his houses. Three members of a grievance committee were fired and some 3,000 workers walked out on May 11, 1894. "Pullman was a very big force – love him or hate him – and he was a flash point", said Susan Hirsch, a labor historian at Loyola University in Chicago. "There was a tremendous outpouring for support of workers who were seen having this tyrant over them".

In June, American Railway Union President Eugene Debs called a nationwide boycott of Pullman cars: Workers would not handle any train containing a Pullman car. "The railroad companies...attached Pullman cars to every train", including postal cars, in an effort to involve the government, said Leslie Orear, president of the Illinois Labor History Society. Gov. John Peter Altgeld and Chicago Mayor John Hopkins supported the strikers, but in early July President Grover Cleveland sent more than 2,500 troops to make sure trains moved. At least a dozen people were killed; the exact number is still in dispute. The strike and boycott cracked within a week of the troop deployment.

Everyone involved lost, historians agree. The strikers got no concessions from Pullman, and railroad operators lost millions. The repercussions went far beyond Pullman. Unions moved toward representing specific trades rather than whole industries, and labor leaders began working to get more political influence. "There was a general awareness in the working class communities around the country that there was a need for a political response to the...relationship of employers to the federal government", Orear said.

The American Railway Union, which had sought to represent all trades under one roof, disappeared within a year. Debs ran unsuccessfully for president five times as a socialist. A national commission on the strike found fault with both Pullman and federal involvement, and suggested arbitration to resolve labor problems.

George Pullman died two years later. His body was buried under tons of concrete and railroad ties to protect it against grave robbers. The town of Pullman also died. The Illinois Supreme Court disincorporated it in 1898 after ruling a company couldn't own a town. The city of Chicago swallowed it a few years later.

Reprinted from the Schenectady ***Gazette***

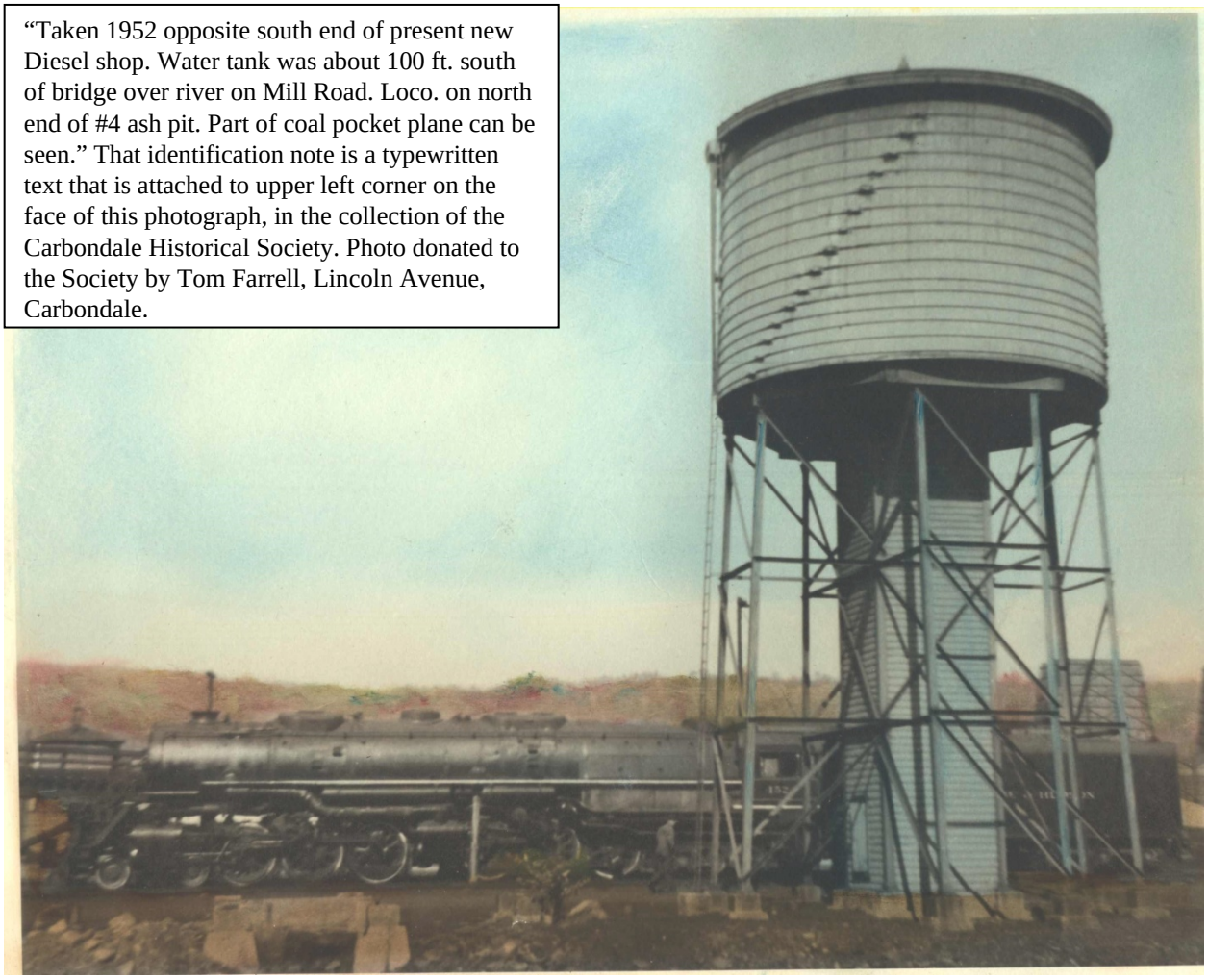
Pullman Strike began on May 11, 1894. The strike continued into July 1894.

Additions for Volume XIV:

1. View in Carbondale D&H yard, 1952. Photo in the collection of the Carbondale Historical Society.

Photograph location note from John V. Buberniak, March 24, 2017: "… on the Coalbrook side of the diesel shop, by the 1909 bridge."

"Taken 1952 opposite south end of present new Diesel shop. Water tank was about 100 ft. south of bridge over river on Mill Road. Loco. on north end of #4 ash pit. Part of coal pocket plane can be seen." That identification note is a typewritten text that is attached to upper left corner on the face of this photograph, in the collection of the Carbondale Historical Society. Photo donated to the Society by Tom Farrell, Lincoln Avenue, Carbondale.

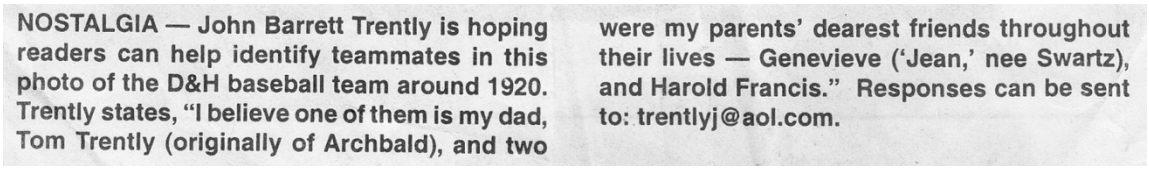


View in Carbondale D&H Yard, 1952

Additions for Volume XV:

1. D&H baseball team

A copy of the photograph of the D&H baseball team that is given in Volume XV, p. 249, was published in the June 18, 2003 issue of the *Carbondale News* with the following caption:



NOSTALGIA — John Barrett Trently is hoping readers can help identify teammates in this photo of the D&H baseball team around 1920. Trently states, "I believe one of them is my dad, Tom Trently (originally of Archbald), and two were my parents' dearest friends throughout their lives — Genevieve ('Jean,' nee Swartz), and Harold Francis." Responses can be sent to: trentlyj@aol.com.

From that caption, we learn that:
--Tom Trentley may be one of the baseball players in the photograph
--Genevieve 'Jean' Swartz and Harold Francis are the two "civilians" seated in the middle of the front row of the photograph

This newspaper clipping was brought forward by Carbondale Historical Society member Mary Parise Tomaine on August 31, 2016, who identified the baseball player in the second row, third from the left as Philip E. Farber.

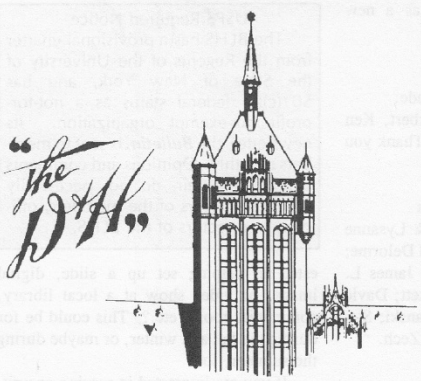
2. The Binghamton yard

In the July 2016 issue of the *Bridge Line Historical Society Bulletin*, p. 33, there is a photograph of D&H Challenger No. 1501 with that photograph and its caption as shown below:



"D&H Challenger #1501 pulls past what has been tentatively identified as the Robinson Street tower in Binghamton, NY in July 1947 If it is Robinson Street tower, the 1501 is pulling out of Bevier Street yard toward Liberty Street yard; the DL&W yard is in the distance past the tower. Photo from H. K.Vollrath; BLHS Archives, Jack MacDonald collection."

In the October 2016 issue of the *BLHS Bulletin,* p. 4, Howard Hontz, in his column "From the Top," devoted his entire column to writing about (1) the above photograph of D&H Challenger No. 1501 crossing the Robinson Street D&H/DL&W diamond in Binghamton, and (2) rail lines in the Binghamton area. Here is that excellent column from Howard Hontz:



From the Top

*by **Howard Hontz***

Train dispatcher Duane Silver

On page 33 of the July 2016 BLHS ***Bulletin*** is a great shot of D&H Challenger #1501 crossing the Robinson Street D&H/DL&W diamond in Binghamton, passing the D&H manually controlled tower. Every move through that interlocking had to be arranged with that tower. When either the D&H or the DL&W Yardmaster or their crews wished to make a movement through the diamond, a phone call had to be made to the operator and with his permission, he would manually set the switches and signals for the move requested. I remember the old crank phones we used in those days. To call the tower you cranked three times and the tower operator would answer, saying "Robinson Street".

When I first saw the picture, one name came into my mind: Duane Silver. Duane worked in the Binghamton area in the 1950s when I was there as a yard clerk and assistant yardmaster, and we worked together. Duane often caught the assignment in the tower on the same shift when I was yardmaster.

One day when I was working the same shift as Duane, I happened to stop by the tower. As I looked up, I saw this very pretty young lady in shorts and a halter top waving to me from the window. My thought was, "That is not Duane! What is going on?". I checked it out and met Mrs. Silver, who was two years younger than Duane, and recently married (on February 25, 1950). She had brought him his lunch. It was not at all an unusual happening in those days for wives to visit their husbands at work to bring a lunch or collect the paycheck. This is not allowed today.

Erie to D&H

Duane was born August 19, 1929 on a farm on the top of Ararat Mountain in Pennsylvania. His father worked for the Erie Railroad, which operated the railroad that ran close by their farm and over Ararat summit to Lanesboro, Pa. When Duane became old enough, he also went to work for the Erie on that part of the railroad as an agent and telegraph operator. D&H trains also used the same line under a trackage agreement with the Erie from Carbondale to Lanesboro, Pa. Therefore, Duane had communication with D&H operators, and learned that D&H was hiring operators. Duane applied and was hired; the rest is history. He worked as a D&H operator, agent and eventually as train dispatcher, and toward the end of his career, as chief train dispatcher under Guilford.

During those years (1950s), the D&H's Susquehanna Division was single-tracked from VI Cabin at Harpursville, to Binghamton, with passing sidings at Belden, Tunnel, Dyes, and Sanitaria Springs. The interlocked switches and signals between SA Cabin (Sanitaria Springs) and YO cabin were controlled by the operator at YO cabin. YO cabin was remotely located 4.7 miles north of Binghamton in a wooded area, and was manned 24x7 by an operator. Often, Duane would cover the position.

The pet

Duane had seen a tiny baby skunk with its mother, and decided to capture it, thinking it could not squirt due to its young age. Well, Duane was wrong, and he got sprayed good, but he did catch the skunk. He then trained the skunk as a pet. This was something typical of Duane. He had the skunk's scent glands removed, but it still smelled like a skunk. Duane brought the skunk to work at remote locations like YO cabin. He would walk outside the cabin to hand instructions to passing crews, and the skunk would follow him. Duane did this to get a rise from the crews passing him, as they would see a live skunk close behind him. Often the crews after seeing the skunk would shout a warning to Duane; he would just laugh.

Operations

The track arrangement at that time consisted of a single main track from SA Cabin south to Binghamton station, passing on the west side of Bevier Street yard and over the diamond at Robinson Street tower; it then passed by Liberty Street yard, passing between the D&H and Erie yards. This track was used for the passenger trains to and from Binghamton station, and for manifest trains coming south. When manifest trains were made up at Liberty Street to go north, they could also use that track.

The northward passing siding extended from Bevier Street to YO cabin, where it joined the single main track. The northward passing siding was designated for the northward movement of freight trains leaving Bevier Street yard. Southward movements on this track required authorization from the Bevier Street yardmaster.

Duane as a farm boy was capable and talented in several ways. He was able to build a home wherever he went. When he retired, he moved to Bradenton, Florida. There he had a beautiful home on a lake, and I believe it was named "Silver Lake". His talents included being a caller for a square dance group. He also programmed trips for the group, including one to Hawaii.

Duane passed away recently. He was a good friend to many folks, and I felt honored to be one of them.

Excellent article by Howard Hontz on the Binghamton yard and the Robinson Street D&H /DL&W diamond there and on rail lines in the Binghamton area; also a very nice—and very interesting—tribute to Duane Silver and his pet skunk.

Bridge Line Historical Society Bulletin, October 2016, p. 4:

3. The D&H's only two Baldwin "sharks", Nos. 1205 and 1216

In the October 2016 issue of the *Bridge Line Historical Society's Bulletin,* on p. 17, there is a photograph of the D&H's only two Baldwin "sharks". Here is that photograph, with its caption in the *BLHS Bulletin:*



BLHS ***Bulletin*** – October 2016 17

"The D&H's only two Baldwin 'sharks' with a D&H Sayre Turn (a common duty for the duo) rumbles past the Lehigh Valley station at Sayre, PA. July 1975 photo by Richard Herbert."

The two D&H Baldwin RF16s (Nos. 1205 and 1216) are the November 2017 photograph in the *Bridge Line Historical Society 2017 Calendar*. Here is that photograph with the caption given on the photo in the calendar.



"D&H Baldwin RF16's 1205 and 1216 in July 1975. Don Ball collection, BLHS Archives"

Baldwin Locomotives:

The Baldwin Locomotive Works was founded by Matthias W. Baldwin in Philadelphia in 1825. The company later moved to Eddystone, PA. Although the company was very successful as the largest producer of steam locomotives, its transition to the production of diesels was far less so. When the early demand for diesel locomotives to replace steam tapered off, Baldwin could not compete in the marketplace. It stopped producing locomotives in 1956 and went out of business in 1972, having produced over 70,000 locomotives, the vast majority powered by steam.

In early April 1875, eight Baldwin locomotives passed through Carbondale on their way to Canada. In the April 10, 1875 issue of the *Carbondale Advance*, we read:

"Eight locomotives destined for Canada passed through this City last Saturday. They were made by Baldwin of Philadelphia." (*Carbondale Advance*, April 10, 1875, p. 3)

4. D&H *No. 605*

The June 2017 page photo in the *Bridge Line Historical Society 2017 Calendar* shows D&H No. 605 in the late 1940s. Here is that photo, with its caption, from that calendar:



“Pacific #605 in the late 1940s; collection of Howard Hontz.”

5. The Hudson yard

There are two photographs that were taken in the Hudson yard in the October 2016 issue of the *Bridge Line Historical Society Bulletin.*

Here is the photograph, with its caption, that is given on page 13:



"D&H RS36 #5012, already showing the effects of twelve rough years of service, prepares to switch Hudson Yard, near Wilkes-Barre, PA. Sept. 3, 1975 photo by Mal Sockol."

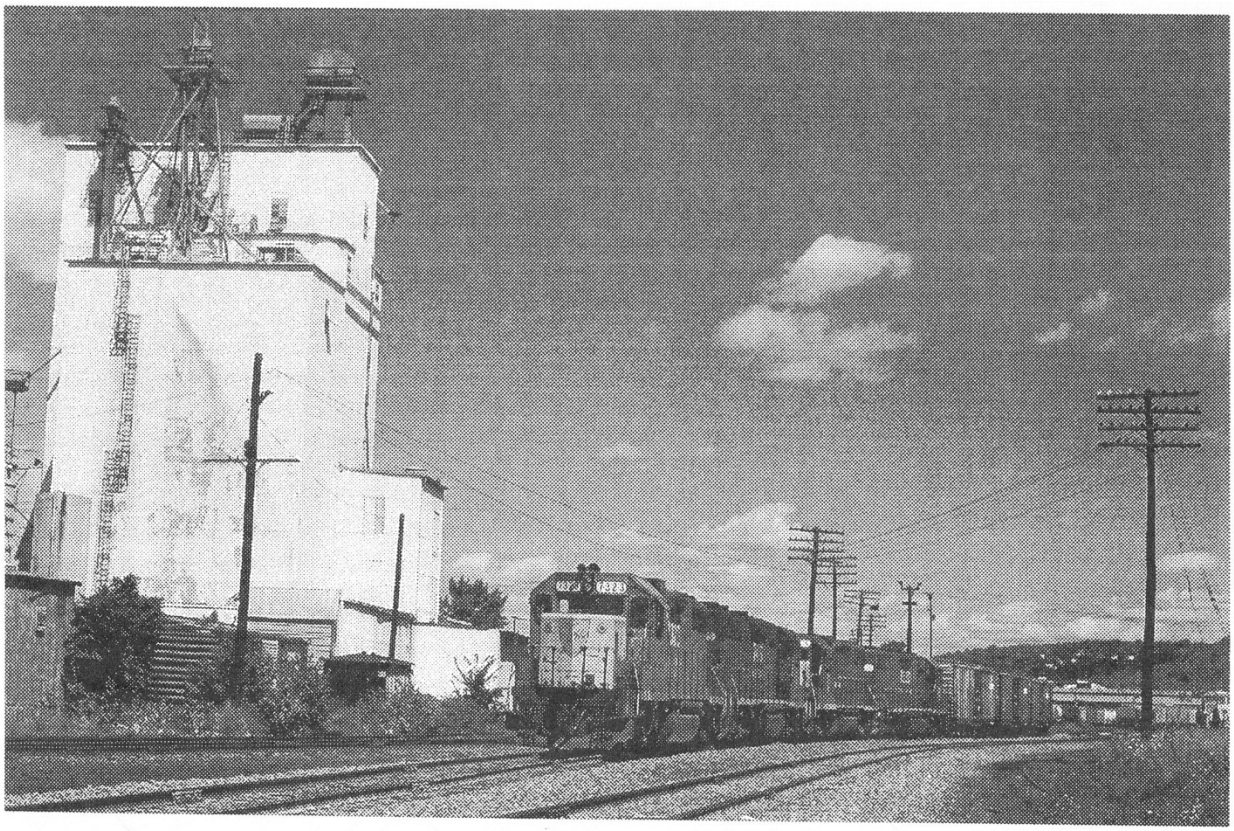
Here is the photograph, with its caption, that is given on page 37:



“D&H #461 C424M and friends resting at Hudson Yard in April 1981. Photo by John J. Graham.”

6. The Bevier Street yard

There is a photograph that was taken in the Bevier Street yard in the October 2016 issue of the *Bridge Line Historical Society Bulletin* on page 37. Here is that photograph, with its caption there:



"D&H GP38-2 #7323, GP39-2 #7415, and GP38-2's 7319-7320 on train AB-2, outlawed in Binghamton's Bevier Street yard at the Agway grain elevator. The remnant of BX cabin is visible in the weeds. Aug. 28, 1982 photo by Mike Bischak."

7. D&H PAs in freight service at the south end of Lake Champlain, May 1977



Photograph by Jeremy Plant, downloaded from *Facebook*, July 14, 2015, where it was captioned as follows: “In May of 1977 the D&H PAs were in freight service, bumped from the Adirondack by the Turbos. I got a trio on the local from Rouses Point to Whitehall, where they were turned and quickly headed back north. The marshes at the south end of Lake Champlain provided a nice setting for the amazing set of Alcos.”

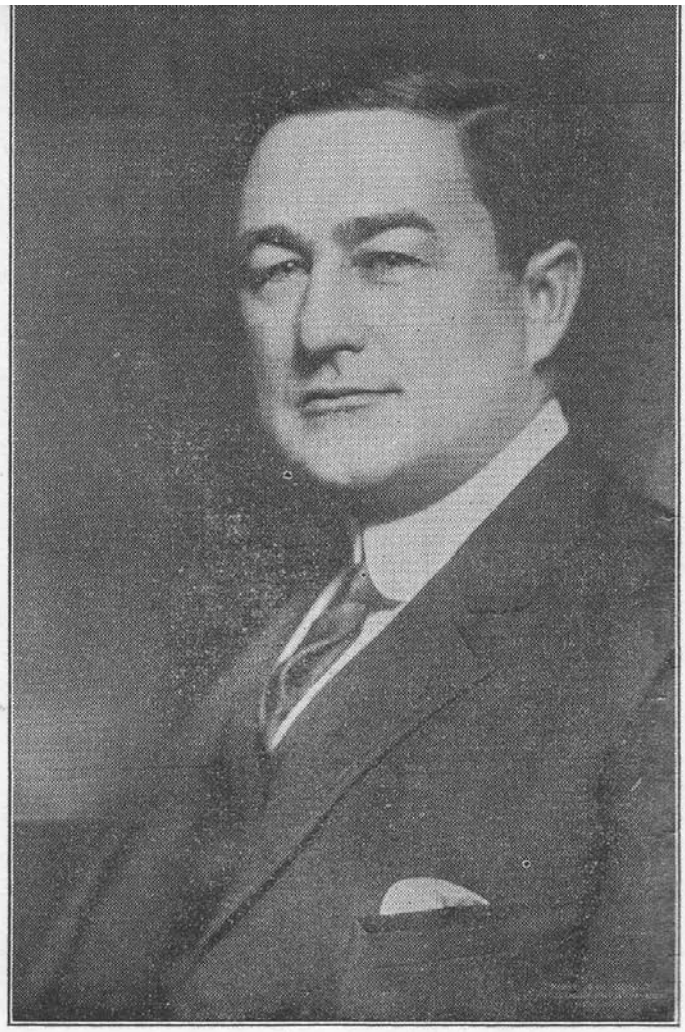
8. D&H locomotive purchases in 1882-1883

In *Century of Progress* we read: “The prosperity of the company in 1882 also brought it about that during that year it purchased twelve additional locomotives from the Dickson Manufacturing Company, nine of these being for the Susquehanna Division and three for the Saratoga division. . . . In 1883, nine additional locomotives were purchased, but two locomotives were sold, for reasons which are not of record.” (p. 283)

9. Gurney Elevator Company, Honesdale, PA

There is a Gurney elevator Company ad in *The Wayne County Citizen* of August 3, 1929. In the ad there is a photo of H. F. Gurney, President of the company; also a photo of the Gurney Elevator Company, Honesdale. The copy in the ad reads as follows: “Swift, dependable elevators have enabled our cities to expand in the third dimension. / Gurney Elevator Co. / (Leaders in Third Dimension Transportation) / OFFICES New York City, Newark, N.J., Philadelphia, Penna. Boston, Mass. / WORKS Honesdale, Penna. (the town where modern transportation history started and where third dimension transportation history is being developed.) / UP Third Dimension (vertical) Transportation DOWN”

Here are two details of the ad:



H. F. Gurney, President

"Swift, dependable elevators have enabled our cities to expand in the third dimension."

THE

100

UP

Third Dimension
(vertical)
Transportation

DOWN

GURNEY ELEVATOR CO.

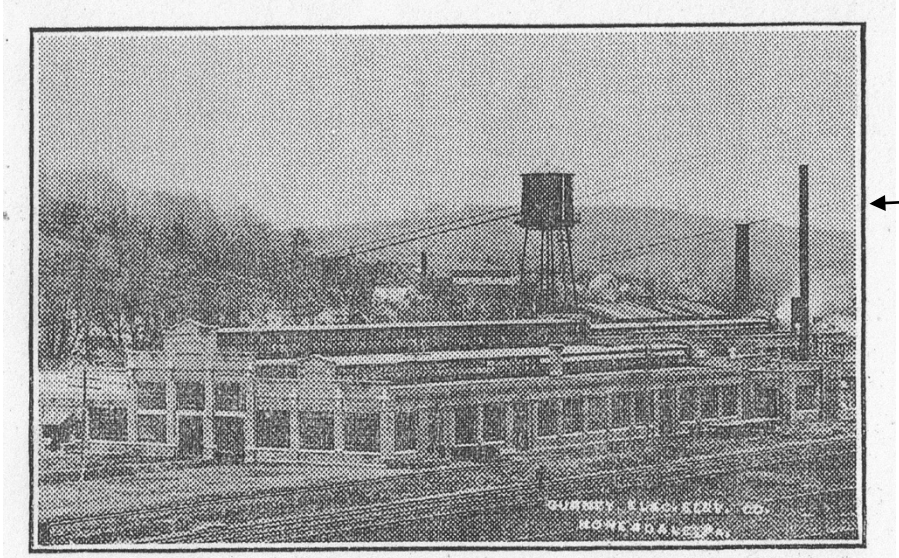
(Leaders in Third Dimension Transportation)

OFFICES

New York City,
Newark, N. J.
Philadelphia, Penna.
Boston, Mass.

WORKS

Honesdale, Penna. (the town where modern transportation history started and where third dimension transportation history is being developed.)

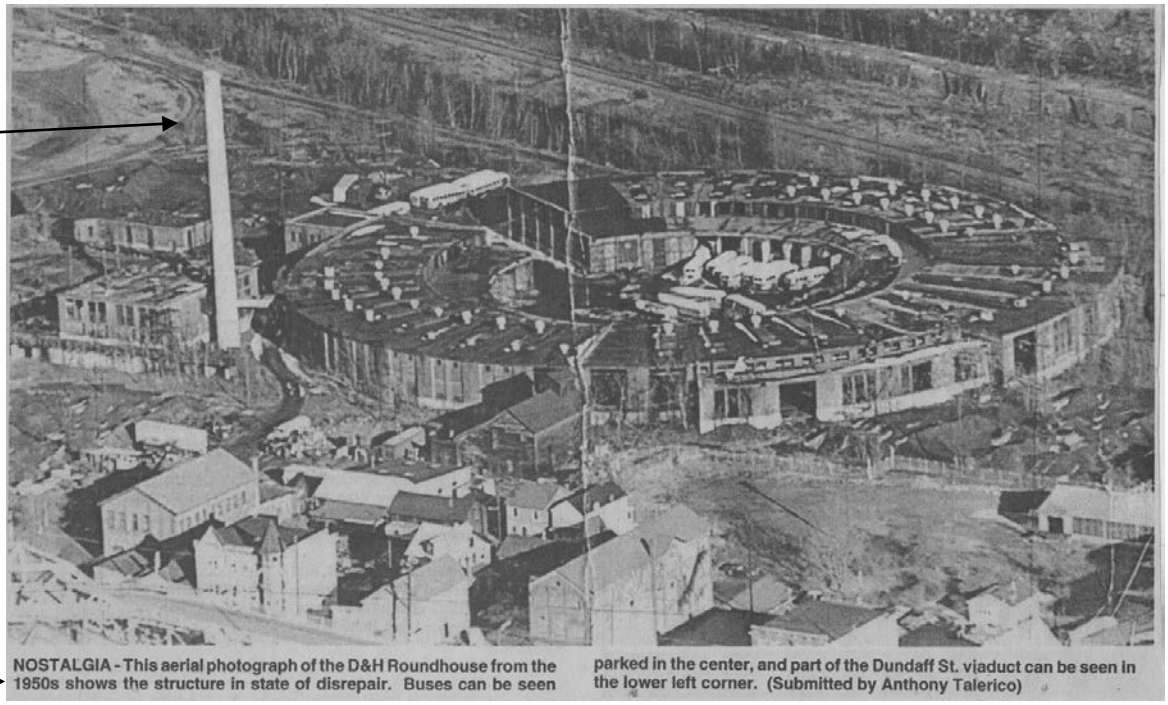


Plant of Gurney Elevator Company, Honesdale, Pa.

On its Honesdale Branch, the D&H had a siding agreement with the Gurney Elevator Company. See Volume XX in this series, p. 184.

10. Aerial view of the 1910-1911 Carbondale D&H Roundhouse; photograph in the collection of Anthony Talerico. Newspaper clipping in the collection of the Carbondale Historical Society.

The wye is still intact in this photo. Wye not removed until about 1983.



NOSTALGIA - This aerial photograph of the D&H Roundhouse from the 1950s shows the structure in state of disrepair. Buses can be seen parked in the center, and part of the Dundaff St. viaduct can be seen in the lower left corner. (Submitted by Anthony Talerico)

"1950s" is not correct; the wye is still in place, and that was there until about 1983.

11. Summary statement on the D&H Challengers, as prepared by Robert Penzone, Sr., Dundaff Street, Carbondale, and presented to the Carbondale D&H Transportation Museum on March 22, 2007:

D & H "CHALLENGER" LOCOMOTIVES

The Delaware & Hudson Railroad received its first "Challenger" in 1940 from the American Locomotive Company with delivery of twenty of the 4-6-6-4s. These locomotives were designated Class J and assigned road numbers 1500 through 1519. They had four 20.5" x 32 " cylinders, 69" drivers, a boiler pressure of 285 psi, exerted 94,000 lbs. of tractive effort and weighed 597,000 pounds. The cost of each locomotive was $178,900.00.

The name Challenger was given to steam locomotives with a 4-6-6-4 wheel arrangement. This means that they have four wheels in the leading "pilot" truck, which helps guide the locomotive into curves; two sets of six "driving" wheels, and finally, four "trailing" wheels, which support the rear of the engine and its massive firebox. Each set of driving wheels has its own steam cylinder. In essence, the result is two engines under one boiler.

The frame of the locomotive is "articulated," or hinged, to allow it to go through curves. When watching the approaching locomotive go through a curve, you can see the boiler swing out left or right independently of the lower half of the engine, as the rear half of the locomotive remains in a straight direction until its wheels and frame are halfway through the curve.

In 1943, fifteen more Class J "Challengers" arrived from ALCO and were given road numbers 1520 through 1534, these locomotives were similar to the Class Js received in 1940 except for an increase in weight. The cost of each locomotive was $213,500.00.

In 1945 and 1946, five more Class Js (road numbers 1535 through 1539) came from ALCO. These last five differed very little from the other "Challengers". The last "Challenger" (#1539) received in 1946, was the only "Challenger" equipped with an all-welded boiler on the D&H. The cost of each locomotive was $225,000.00.

All 40 of the D&H "Challengers" were scrapped in 1952 and 1953. The last steam locomotive to run on the D&H was on July 21,1953. The railroad was now using all diesel power locomotives. All the out-of-service steam locomotives were stored at various yards along the line including Carbondale Yard. On October 26,1953, the last "Challenger" on the D&H, #1524, left Carbondale Yard. The "dead" locomotive was switched into a southbound freight for its final journey. "Challenger", #1524, was bound for the Bethlehem Steel Company at Bethlehem, PA, to be scrapped.

Class	Road Number	Year Built	Builder	Locomotive Weight	Weight on Front Drivers	Weight on Rear Drivers	Total Weight on all Drivers
J	1500-1519	1940	ALCO	597,000	205,500	201,000	406,500 lbs
J	1520-1534	1943	ALCO	600,000	206,000	200,500	406,500 lbs
J	1535-1538	1945	ALCO	604,500	207,200	202,300	409,500 lbs
J	1539	1946	ALCO	599,500	207,100	202,400	409,500 lbs

The extra weight on the front locomotive drivers was provided to overcome slipping of the front drivers when ascending 1½ percent grades.

Wheel Arrangement: 4-6-6-4

Engine & Tender Length: 116' – 2"

Engine Length: 74' –10 ½"

Tender Length: 41' – 3 ½"

Engine Height: About 17'

Tender Type: 12 Wheeled

Tender Weight: 390,000 lbs

Tender Capacity: Water: 22,500 gals.
Coal: 26 tons

Grate Area: 108 sq. ft.

Boiler Pressure: 285 psi

Cylinders (dia. X stroke): (4) 20.5" x 32"

Tractive Effort: 97,400 lbs

Drivers: 69" diameter

Locomotive & Tender Weight:

1500-1519 - 987,000 lbs

1520-1534 - 990,000 lbs

1535-1538 - 994,500 lbs

1539 - 989,500 lbs

Prepared by Bob Penzone Sr.

D&H Challenger *No. 1514:*
Material from Robert Penzone, Sr., March 22, 2007:

D&H 1514 "CHALLENGER" LOCOMOTIVE

CLASS J

BUILTED 1940 BY AMERICAN LOCOMOTIVE COMPANY, SCHENECTADY, NY

WHEEL ARRANGEMENT: 4-6-6-4

LOCOMOTIVE WEIGHT: 597,000 LBS.

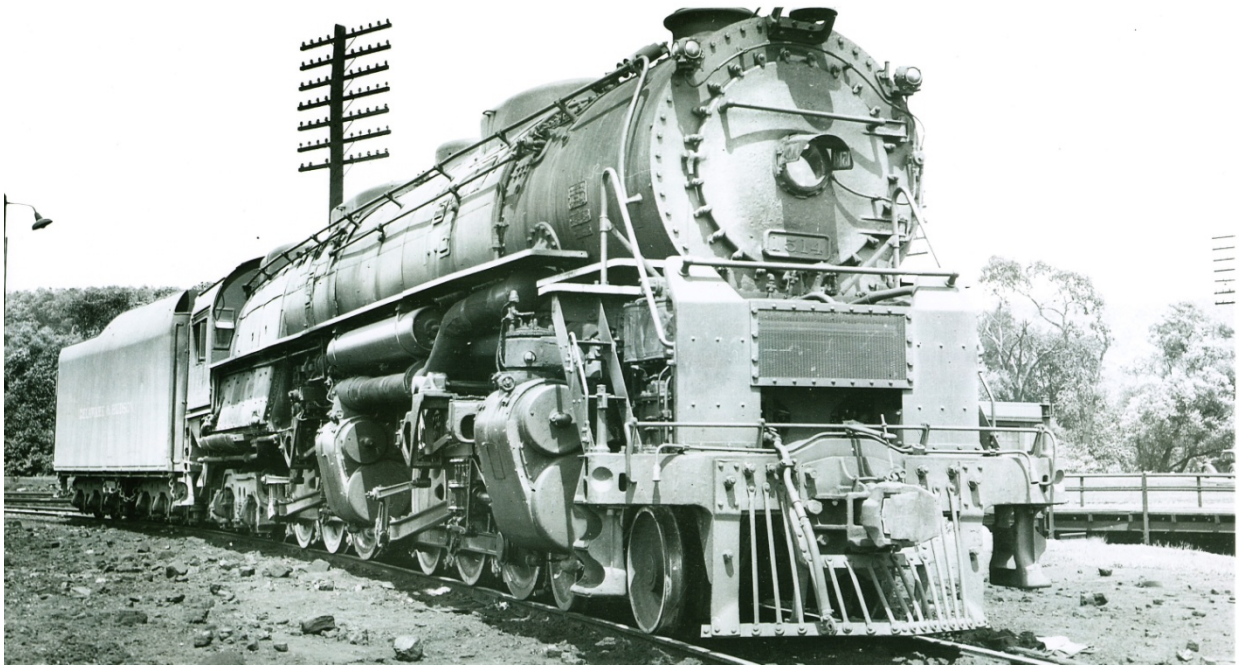
TENDER WEIGHT: 390,000 LBS.

LOCOMOTIVE & TENDER WEIGHT: 987,000 LBS.

LOCOMOTIVE & TENDER LENGTH: 116 FT. 2 INCHES

TENDER CAPACITY: WATER: 22,500 GALS.
COAL: 26 TONS

COST: $178,900.00



D&H Challenger No. 1514

1653

The D&H Canal Company: Selected Bibliography

Aurand, Jr., A. Monroe. *HISTORICAL ACCOUNT OF THE MOLLIE MAGUIRES Origin, Depredation and Decay of a Terrorist Secret Organization in the Pennsylvania Coal Fields During and Following the Civil War,* privately published in 1940 by The Aurand Press, Harrisburg, PA.

Barber, David G. *A Guide to the Delaware & Hudson Canal,* 2003.

Best, G. M. "The Gravity Railroad of the Delaware & Hudson Canal Company," *Railway & Locomotive Historical Society Bulletin* No. 82, April 1951, pp. 7-24.

_____. *Locomotives of Dickson Manufacturing Co.* San Marino, CA, 1966.

Brands, H. W. *Andrew Jackson His Life and Times.* Doubleday, 2005.

Casey, Jr., Edward J. and Dorothy D. Jones. *A History of the Borough of Archbald Pennsylvania,* 1976.

Carbondale newspapers in the archives of the Carbondale Historical Society, 1828-1902.

Clark, J. A., *The Wyoming Valley, Upper Waters of the Susquehanna, and the Lackawanna Coal-Region, including Views of the Natural Scenery of Northern Pennsylvania, from the Indian Occupancy to the Year 1875.* (Scranton: J. A. Clark, publisher, 1875).

Connolly, Mary Theresa. "T. C." *The Gravity History of The Pennsylvania Coal Company Railroad 1850-1885,* 1972.

Delaware and Hudson Canal Company. (1) *Record of Deeds. New York to D. &. H. C. Co., Providence, PA (2) Record of Deeds. Pennsylvania (Wayne, Pike and Susquehanna Counties) to D. & H. C. Co and others, Providence, PA (3) Record of Deeds. Pennsylvania. Luzerne County to D. & H. C. Co. and others, Providence, PA.* These three deed volumes are in the archives of the Carbondale D&H Transportation Museum, Carbondale, PA.

Delaware and Hudson Company. *A Century of Progress / History of The Delaware and Hudson Company / 1823-1923.* (Albany: J. B. Lyon Company, Printers, 1925)

_____. *Corporate History of the Delaware sand Hudson Company and Subsidiary Companies,* Volume I, *The Delaware and Hudson Company. 1906.* Transportation Library, University of Michigan, 1906. Contains complete copies of all of the Pennsylvania and New York statutes that relate to the Delaware and Hudson Canal Company and the Delaware and Hudson Company for the period 1823-1906.

_____. *D&H Bulletin* (Volume I, l, April 1, 1921—Volume XVIII, 6, June 1, 1938.

_____. *Motive Power on the Delaware and Hudson.* 1926. (The Delaware and Hudson Company Board of Managers Inspection of Lines June 10th, June 13th, 1926, 102 pages)

_____. *Motive Power, Passenger, Freight and Work Equipment.* 1926-1936 Delaware and Hudson. (The Delaware and Hudson Railroad Corporation Board of Directors Inspection of Lines : : June 4th to June 7th, 1936, 126 pages)

_____. P*assenger and Freight Stations Delaware & Hudson. The Delaware and Hudson Company / Board Of Managers / Inspection of Lines : : . June 7th to June 10th, 1928.*

_____. *Passenger, Freight and Work Equipment.* 1927

_____. *Railroadians of America, New York, Book No. 3,* 1941, *"Motive Power on the Delaware and Hudson"*

The Delaware and Hudson Company Board of Managers Inspection of Lines : :, June 7th to June 10th, 1928. 360 pages

Dixon, Stuart. *The Honesdale Branch of the Delaware & Hudson Railroad Rails Through Canaan*, U. S. Department of Justice, Federal Bureau of Prisons, 2004.

Downing, Andrew Jackson. *The Architecture of Country Houses: Including Designs for Cottages, and Farm-Houses and Villas, With Remarks on Interiors, Furniture, and the best Modes of Warming and Ventilating,* D. Appleton & Company, 1850

_____*Cottage Residences: or, A Series of Designs for Rural Cottages and Adapted to North America,* 1842

_____*A Treatise on the Theory and Practice of Landscape Gardening, Adapted to North America,* 1841.

Durfee, J. R. *Reminiscences of Carbondale, Dundaff and Providence, Forty Years Past.* Philadelphia. 1875.

FitzSimons, Neal. *The Reminiscences of John B. Jervis,* Syracuse University, 1971

Folsom, Jr., Burton W. *Urban Capitalists Entrepreneurs and City Growth in Pennsylvania's Lackawanna and Lehigh Regions, 1800-1920.*The Johns Hopkins University Press, 1981.

Hartmann, Edward George, *Americans from Wales* (New York, 1883).

Henretta, James A. *The Evolution of American Society, 1700-1815. An Interdisciplinary Analysis.* (D. C. Heath and Company, Lexington, MA, 1973)

History of Luzerne Lackawanna and Wyoming Counties, PA. with Illustrations and Biographical Sketches of Some of Their Prominent Man and Pioneers. (New York: Munsell & Co., l880).

Hitchcock, Frederick L., and John P. Downs. *History of Scranton and the Boroughs of Lackawanna County,* Volume II, 1914.

Hollister, H., M.D., *History of the Lackawanna Valley.* Fifth Edition. Philadelphia, 1885.

_____. History *of the Delaware and Hudson Canal Company.* 1880. Unpublished typescript in the collection of the D. & H. Canal Historical Society and Museum, High Falls, NY.

Hudson Coal Company. *The Story of Anthracite.* New York, 1932.

Le Roy, Edwin. *The Delaware and Hudson Canal: A History.* (Honesdale, PA: Wayne County Historical Society, 1950, 1980).

_____. *The Delaware & Hudson Canal and its Gravity Railroads.* (Honesdale, PA: Wayne County Historical Society, 6th printing, 1980).

Leslie, Vernon. *Honesdale: The Early Years.* Honesdale, 1981.

_____. *Honesdale and the Stourbridge Lion.* Honesdale, 1979.

Logan, Samuel C., *The Life of Thomas Dickson.* Scranton, 1888.

Lowenthal, Larry. *From the Coalfields to the Hudson: A History of the Delaware and Hudson Canal*. (Fleischmanns, New York: Purple Mountain Press, 1997).

Mathews, Alfred. *History of Wayne, Pike and Monroe Counties, Pennsylvania,* 1886

Miller, Donald L. and Richard E. Sharpless. *The Kingdom of Coal / Work, Enterprise, and Ethnic Communities in the Mine Fields.* (Philadelphia, PA; University of Pennsylvania Press, 1985).

Murphy, Thomas. *Jubilee History of Lackawanna County, Pennsylvania*, Volume One, 1928

Nye, Russel Blaine. *Society and Culture in America 1830-1860.*

National Cyclopedia of American Biography Being the History of the United States as Illustrated in the Lives of the Founders, and Defenders of the Republic, and of the Men and Women who are Doing the Work and Moulding the Thought of the Present Time. Edited by Distinguished Biographers, Selected from each state. Revised by the most Eminent Historians, Scholars and Statesmen of the Day. *(Jones, Samuel Sheldon,* pp. 295-296). Volume XXII (New York: James T. White & Company, 1932.

Osterberg, Matthew M. *The Delaware & Hudson Canal and The Gravity Railroad.* Images of America, 2002.

Pennsylvania A History. George P. Donehoo, Editor-in-Chief. With Introduction by Thomas L. Montgomery. (Lewis Historical Publishing Company, Inc., New York, 1926) *(Samuel Sheldon Jones,* pp. 235-236)

Portrait and Biographical Record of Lackawanna County, Pennsylvania, PA. Containing Portraits and Biographical Sketches of Prominent and Representative Citizens of the County. Together with Biographies and Portraits of All the Presidents of the U. S. (New York and Chicago: Chapman Publishing Co 1897). *(PABRLCP) (Jones, Samuel Sheldon,* pp. 266-268)

Proceedings of the Canal History and Technology Symposium. Volume I, January 30, 1982. Published by the Center for Canal History and Technology, Easton, PA, 1982. ("Ellet and Roebling" by Donald Sayenga, pp. 114-154; "The Pennsylvania Coal Company's Gravity Railroad" by Dr. Edward Steers, pp. 155-221)

_____ Volume II, March 26, 1983. 982. Published by the Center for Canal History and Technology, Easton, PA, 1983. ("The Delaware and Hudson Canal Company's Gravity Railroad" by Dr. Edward Steers, pp. 129-203)

_____Volume III, 1984. Published by the Center for Canal History and Technology, Easton, PA, 1984. ("A Historical Survey of the Erie and Wyoming Valley Railroad")

_____Volume XI, 1992. Published by the Center for Canal History and Technology, Easton, PA, 1992. ("Delaware & Hudson Company vs. Pennsylvania Coal Company during the 1850s" by Spiro G. Patton)

Rashleigh, Alice V. *Carbondale, My Carbondale. A History of the Pioneer City,* 1951

Roberts, Ellis W. *The Breaker Whistle Blows. Mining Disasters and Labor Relations in the Anthracite Region.* Anthracite Museum Press, Scranton, PA 1984.

Ruth, Philip. *Of Pulleys and Ropes and Gear, The Gravity Railroads of The Delaware and Hudson Canal Company and The Pennsylvania Coal Company* (Wayne County Historical Society, Honesdale, 1997).

Sanderson, Dorothy Hurlbut. *The Delaware & Hudson Canalway / Carrying Coals To Rondout,* 1965

Sayenga, Donald. *The Birth and Evolution of the American Wire Rope Industry,* 1980

_____*Ellet and Roebling,* 1983

Shaughnessy, Jim. *Delaware & Hudson / The History of an Important Railroad Whose Antecedent Was a Canal Network to Transport Coal. (*Berkeley, CA: Howell-North Books, 1982).

Supreme Court, Ulster County. The President, Managers and Company of the Delaware and Hudson Canal Company vs. The Pennsylvania Coal Company: Pleadings and Testimony taken before J. H. Dubois, Referee. New York, 1858.

Throop, Benjamin H. *A Half Century in Scranton.* Scranton, PA, 1895

Upper Lackawanna Watershed Conservation Management Plan, Final Report, January, 2002.

Wakefield, Manville B. *Coal Boats to Tidewater The Story of the Delaware and Hudson Canal (*South Fallsburg, NY: Steingart Associates, 1965).

Wayne County Historical Society Newsletter, July-August-September 2012 issue.

Whiting, Charles W. "An American Gravity Railroad," *Cassier's Magazine,* Volume 8. No. 2, 1895.

MAPS

Atlas of the City of Scranton and Borough of Dunmore, published by L. J. Richards & Co., Philadelphia, PA 1888; also 1899 edition; also1918 edition by Volk & Kuhls.

Baist, G. W. *Atlas of Wyoming and Lackawanna Valleys Luzerne and Lackawanna Counties, Pennsylvania,* Philadelphia, 1894.

Beers, D. G. *Atlas of Luzerne County, Pennsylvania. From actual Surveys by and under the direction of D. G. Beers. (*Published by A. Pomeroy & Co., Philadelphia, 1873).

Carbondale Including Simpson and Whites Crossing, Lackawanna County, Pennsylvania. (Sanborn Map Co., New York, April 1930).

City Atlas of Scranton, Pennsylvania. (G. M. Hopkins, C. E., Philadelphia, 1877).

City of Scranton and Borough of Dunmore, Pennsylvania, 1898.

Delaware and Hudson Canal Company. *Gravity Railroad / Carbondale to Honesdale,* 1895. Maps drawn by W. E. Anderson. Carbondale D. & H. Transportation Museum, Carbondale, PA.

_____Map volume: *Delaware & Hudson Company's Railroad, Honesdale Branch, Carbondale to Honesdale.* March 1901. Maps drawn by W. E. Anderson.

Sanborn Map Company's Insurance Map of Scranton, Pennsylvania. April 1884 edition; also Volume III, 1956.

Scranton Pennsylvania, including Dunmore. Sanborn-Perris Map Co., NYC, NY, 1898.

Tappan, George William . *Map of the City of Carbondale, Lackawanna County, Pennsylvania. From Actual Surveys By and Under the Direction of George William Tappan.* (Scranton, PA, October 18, 1909)